210 (16/15/11)

1949-49

File No. 1760/48

P. W. DEPARTMENT

M. BRANCH (Ports)

B CLASS

Subject:— Jetty

Kumta

· Construction of -

B (K) 7...

1760/48 M.B. (Ports)

File No.

Bd. Secs. 8Ey 24-2

G. R., G. D., No. 2408, dated 22-6-22.] Std. Sectt. 73 a.

DOCKET SHEET

Subject:—

File No. 1760/48

P. W. **DEPT.**

M **BRANCH** (Ports)

References:—

Date.	To whom sent.	Notes and instructions.
7/6/48	R. Cust Esqre with pad and Enc-Papers-Remit for 7/21 Sg 9/6	
4/7/47	Regn.	Pl. issue u.o.R. to Colln. of C.E.s remind on 8/8/47.
18/8/47	Regn.	Pl. await till 15/10/47.
14/4/47		Pl issue - expdtr and remind on 15/2/48. x issued 15/11
9/12/47	Regn	Pl. await till 20/2/48.
15/3/48	"	Pl: issue expdtn & await till 15-4-48. 20/6/
		Issued Gp 16/3/48.
22/4/48	Regy.	Pl. issue u.o.R. to P.W.D F.P. & remind on 25/5/48
27/4/48	J. S.	Pl issue u. o. & F.D. with pl as ref.
1/5/	Regd	Pl. return S.R.D. with pleasure

Date.	To whom sent.	Notes and instructions.
11/5/48	Regn.	Pl. issue letter & encls & ret wom with spare copies.
	"	Pl File
21.6.48	"	Pl issue wom to P.W.D. & remind on 1.2.49
8.7.49	"	Pl- await till 1/8

G. R., G. D., No. 2408, dated 22-6-22.] Std. Sectt. 78 c.

DOCKET SHEET

Subject :—

File No. 1760/48

P. W. **DEPT.**

M **BRANCH.** (Parts)

References :—

Date.	To whom sent.	Notes and instructions.

...PARTMENT
...No.
11 OCT. 1939
Serial No. 39826

Subject:- Construction of a jetty at the Kumta Head Bunda road.

Rec'd with D.O. .....

No.567 of 1939-40.
Kumta:-5th October 1939.

From

The President,
Kumta Municipality.

...POLITICAL & SERVICES
...DEPARTMENT
Filed on.
9- OCT. 1939
Serial No.

To

The Hon'ble Mr.B.G.Kher,
Prime Minister for the Government of Bombay
BOMBAY.

Sir,

During your recent tour to this town,there was programme of interviews of prominent persons. For want of time,that programme had to be unavoidably cancelled.

2. I was one of the persons included in the list of interviewers. I wanted to explain to you from the "Congress Bhuvan" where you had lodged,the difficulties experienced at the Custom Wharf,as the channel was filled up by siltation.

3. The Bombay Minor Ports Committee in its report has considered this question thoroughly and made its recommendations at page 55 of the report that a jetty should be constructed at the foot of the "Light House Hill and an approach road leading to the jetty connected with the Kumta Head Bundar Road should be constructed.

4. Latterly,siltation is going apace and I am afraid it will be impossible for country boats to reach the Custom Wharf. I do not think that the existing arrangement which connects Kumta through the channel can conveniently continue even for two seasons.

5. It is,therefore,most urgent that the construction of a jetty as recommended by the Bombay Minor Ports Committee,should be undertaken as early as possible. I would request you to suggest to the Land and Wharfage Fees Committee to undertake this work during this season,so that the benefits accruing therefrom may be utilized atleast from the next season.

6. As soon as the construction of the jetty is

is completed,I shall move our Municipality for undertaking the construction of an approach road leading to the jetty, connected with the Kumta Head Bundar Road. Merchant class here is very anxious about the construction of the jetty. If no adequate facilities are provided for in the place of the Custom Wharf,they are afraid that the steamer communi--cation may be cut off so far as this port is concerned.

7. I wanted to bring all these facts to your kind notice,when your camp was here and to show your - personally the Custom Wharf,which is close to the Congress Bhuvan.,as well as the channel just adjacent to it.

8. I am,therefore,requesting you to kindly - treat this matter as an urgent one and arrange for the - construction of the jetty at an early date.

9. This letter has been approved of by our - Municipality.

Your most obedient servant,

N Vishanbhag -

President,
Kumta Municipality.

GAS.

To be returned, please.

(Below petition* dated 5th October 1939, from ~~Mr.~~ The President, ~~Kumta~~ Municipality, of Kumta taluka Kumta, district Kanara ~~and accompaniments~~*).

No. 6/2171-9/39 ~~-P.~~

Revenue Department.

Bombay Castle, 16th Oct. 1939.

Forwarded to the Collector of ~~Karwar~~ Kanara for favour of report. ~~with case papers.~~

By order of the Governor of Bombay,

14.10.39

For Under Secretary to the Government of Bombay, Revenue Department.

~~Sd/-~~ 18.10.39

Submitted.

2. ~~The above memo. may issue after u.o.r. to O.T. to Government, who may be requested to acknowledge the receipt of the petition and return these papers to this office as soon as possible.~~

J. A. S.

U.O.R. to O.T. dated

PVK28/9

*To be returned, please.

(Below petition* dated 5th October 1939, from the President, Municipality of Kumta, taluka Kumta, district Kanara).

No.2171-G/39.
Revenue Department.
Bombay Castle, 16th October 1939.

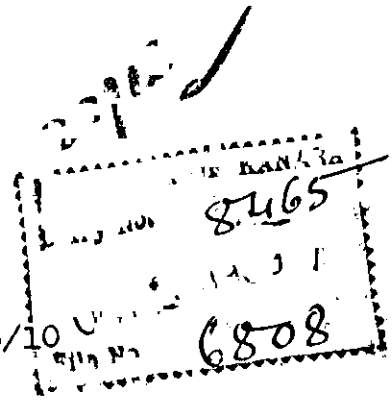
Forwarded to the Collector of Kanara for favour of report.

By order of the Governor of Bombay,

F. H. De Vitre

For Under Secretary to the Government of Bombay,
Revenue Department.

SAS. 17/10.



KAT26/10

Subject :- Jetty.
Kumta Bundar.
Construction of ... at,

No.

Via Karwar, 13th December 1939.

From

A. H. Dracup, Esquire, B.A.(Cantab)

Collector of Kanara.

REVENUE DEPARTMENT
File No. 2171/39
18. DEC. 1939
Serial No. 50188

To

The Secretary to Government ,

Revenue Department, Bombay.

Sir,

With reference to Government reminder No. 2171-G/39 dated 6-12-1939, I have the honour of stating that I expect to inspect the site of the proposed jetty on 14-12-1939 and shall submit my report after doing so with the least possible delay.

I have the honour to be,

Sir,

Your most obedient servant,

Collector of Kanara.

GLS.

Rev. Deptt.

The receipt of a further Communication from the Colly. of Kanara may be awaited U/P 15-1-1940

20-12-39

20.12.39.

Supdt.

11 X 13

No. 2171 G/39.

Rev. Deptt.

B.C., Feby. 1940

Subject:- Jetty.
Kumta Head Bander Road.
Construction of — at,

Memo.

The Supt. to the Collr. of Kanara
and with reference to his letter,
No. — dated 12th Feby. 1940, is directed
to request him to return to Govt. his
petition from the President of the Kumta
Muncy. which was forwarded to him with
Govt. Memo; No. 2171 G/39, dated 16th Octr.
1939.

By order of the G. of B.,

21.2.40
for S. to Govt.
20.2.40.

13

Subject :- Construction of a jetty at Kumta.

REVENUE DEPARTMENT
File No. 2171/39
15. FEB. 1940
Serial No. 6243

No. 680

Karwar, 12th February 1940.

From

W. N. Bakhtiyar, Esquire, B.A.,LL.B.,
Collector of Kanara.

To

The Secretary to Government ,
Revenue Department, Bombay.

Sir,

With reference to Government endorsement,Revenue Department No. 2171-G/39 dated 16-10-1939 forwarding a petition dated 5th October 1939 from the President, Municipalit of Kumta, I have the honour to state that my predecessor Mr. Dracup has inspected the site in question and the remarks made by him are as follows :-

" I have inspected the existing conditions at Kumta and agree that there is need for the provision of better facilities to land goods conveyed by sea borne traffic at Kumta always , provided that it is decided that a port at Kumta is desirable and feasible.

It is correct -

(a) that the bulk of the goods imported into Kumta town which is a local trade centre of some importance must of necessity be brought by sea;

(b) that in the past, it was practicable for country craft of reasonable tonnage viz. vessels of from 5 to 10 tons to reach the Customs wharf whereas this is no longer possible;

(c) that as a result of the inability of fair sized craft to cross the bar, appreciable hardship is caused to merchants and that unless a remedy is applied trade must diminish.

2. I venture to invite a reference to the observations

contained on page 55 of the report of the Bombay Minor Ports Committee which recognises the need for action.

I suggest however that before any action is taken to implement the individual suggestion made by the Committee as regards Kumta, it is desirable to consider whether it is not appropriate to treat the question of these Kanara Ports as a single issue and if it is not essential to decide once for all whether the preservation of no less than six ports viz. Karwar, Ankola, Tadri or Sanikatta, Kumta, Honawar and Bhatkal within a distance of less than 80 miles, is a practicable proposition and if not to concentrate on the provision of reasonably good facilities at one or two ports rather than to spend separately small sums on minor improvements.

3. It will be seen that the Committee suggest the provision of a jetty at Kumta at a cost of about Rs.7,000/-. This facility will not enable steamers to land goods directly but will permit of fair sized country craft discharging goods on to the jetty. It will however be necessary to provide a road approach to the jetty. This extension of the road way from this position to the town is a project which easily cost as much again ".

I agree with the above views and have nothing more to add.

I have the honour to be,

Sir,

Your most obedient servant,

Collector of Kanara.

Subject: Construction of a jetty at the Kumta Head Bundar.

--- * ---

No. 6808.

Karwar, 15-2-1940.

From

The Collector of Kanara.

To

The Under Secretary to the Government of Bombay, Revenue Department

Sir,

I have the honour to submit herewith the accompaniment to Government endorsement No.2171-G/39 dated 16th October 1939 in continuation of this office No.6808 dated 12th instant.

I have the honour to be,

Sir,

Your most obedient servant,

for Collector of Kanara.

F.-16/2.

⊗ To be returned, please.

⊗ p. 11 and

[Below letter from the Collr. of Kanara,

No. — dated 12th Febuary 1940, and

⊗ 5

accompts.]

⊗ 1/p 1-3 and 7 and

No. 2171 S/39.
Rev. Deptt.
B.C., 27th Feby. 1940.

Forwarded to the Collr. of Salt Rev.
for favour an early report.

By order of the G. of B.,

27/2/40
for Dy. Sec. to Govt.
26.2.40.

28/2/40.

In reply, please quote the number and date of this letter and address the officer for whom it is intended, by designation and NOT by name.

Tel. address:—"Somsalt," Bombay.
Tel. No. 22950.
Post Box No. 806.

No. of enclosures.

REVENUE DEPARTMENT
File No. 2171/39
4- JUL. 1940
Serial No. 22946

No. 86-11

FROM

H.E.St.G.McClenaghan, Esquire, I.C.S.,
COLLECTOR OF SALT REVENUE,
BOMBAY.

To

The Under Secretary
to the Government of Bombay,
Revenue Department,
Bombay.

CONSTRUCTION HOUSE, WITTET ROAD,
BALLARD ESTATE, BOMBAY, 1.
Dated the 3rd ~~June~~ July, *1940*.

Sir,

Subject:- Construction of the jetty at Kumta.

I have the honour to return herewith the papers received with your endorsement No.2171-G/39, dated the 27th February, 1940, and to state that the problem of siltation on the Kanara coast is one which seems to merit special examination. The Bombay Minor Ports Committee has dealt with this question in Chapter IV of its report. But it has been careful to offer no observations on the policy as regards the cutting of trees, which has been followed in the Revenue and Forest Departments.

2. But I feel that I should be failing in my duty if I did not make more specific reference to the necessity for re-examining the policy to be followed in the Kanara district in the light of the information now available as regards siltation on the coast. I have, of course, not had many opportunities of touring in the high lands of the Kanara district. But I have been surprised on several occasions to find areas adjacent to lands which have apparently gone out of cultivation in recent years and which have apparently recently been devastated with the thoroughness usually associated with a Central European army. On making inquiries I have received an assurance that these lands were likely to be brought into

into cultivation in preference to other lands in the neighbourhood which have gone out of cultivation, or that the felling had been carried out with the object of reducing the incidence of malaria fever. In other cases I have noticed that felling has been carried out wholesale on steep slopes of river banks. In some of these cases the beds of the river were still holding water in April and May. In other cases the streams were dry, but local inhabitants assured me that until the felling had taken place, the streams used to hold water right through the hot weather. I have also been informed in the course of my tours in the Supa Petha of the North Kanara district that the practice locally known as "Kumri", which consists of felling and burning trees and scattering seeds amongst the ashes, is still being permitted and is actually extending.

3. I understand that some years ago an effort was made to prohibit this form of cultivation altogether with the result that the North Kanara forests are at present much better than in the neighbouring Goa territory where efforts to stamp out the practice appear to have been negligible until quite recently. Most of the estuaries in the Goa territories have suffered greatly from siltation and the prices for building wood and even for fuel on the coast are absurdly high as compared with the prices obtaining in the neighbouring areas in the North Kanara district. Consequently I venture to suggest that the problem of the future of the ports of the Kanara district is closely linked with problems of forest conservation, particularly on the banks of the numerous streams which fall into the sea after comparatively short courses through the hills of the district.

4. Besides the general problem caused by the apparent neglect of sound principles of forest conservation in recent years, which affects all the North Kanara ports, the port of Kumta has a special problem. The

The Minor Ports Committee has referred to the fact that local opinion blames the faulty design of the causeway which carries the Kumta-Honavar road, for the rapid siltation which has recently occurred. The Executive Engineer of the Kanara Division was a member of the Minor Ports Committee in respect of his own division and he apparently concurred in this view. I mentioned the matter to the Superintending Engineer, Southern Circle, and to the present Executive Engineer, Karwar Division. Both informed me that the faulty design of the causeway had not been brought to their notice before. But they promised to give the matter their attention, and to suggest possible remedies. The present position is that the channel has so narrowed that vessels of more than five tons can enter with difficulty and that only with high tides.

5. Taking the North Kanara coast as a whole the first question which it seems desirable to decide, is whether it is possible to develop coastal road communications in the Kanara district to such an extent as to make it feasible to concentrate on only two or three of the ports. Unfortunately my only visit to the North Kanara coast consisted of a rather hurried inspection of the ports carried out by boat, and I was not able to bring my car along the coast so as to examine the coastal road communications. My impression is that the district is well served by roads running from west to east connecting with the M.& S.M. Railway above the ghats, but that the development of coastal communications is still rather behind that obtaining in the neighbouring Portuguese territory of Goa. The Portuguese Government seem to be well on their way to complete a line of good communications between Dodamarg on the borders of Sawantwadi State through Mapuca, Betim, Panjim, Margao and Canacona to Majali on the North Kanara border. Important links in these communications are the river services of ferry steamers maintained by the State. These ferry steamers

steamers carry motor and other traffic across the Mandovi and Zuari rivers and similar services are being provided across the other two rivers whose bridging is likely to prove prohibitively expensive. If the Provincial Government is prepared to replace the present crude ferry services by power-driven ferry boats across the Kali river at Kodibag, across the Gangavali river near Ankola and across the Sheravati river near Honavar so as to provide through motor communications from Majali through Sadashivgadh, Kodibag, Karwar, Ankola, Kumta, Honavar, Shirali and Bhatkal to the South Kanara district, the problem of these minor ports will take on quite a different complexion. The road between Sadashivgadh and Kumbharwada through Supa to Londa and through Dandeli and Haliyal to Dharwar will probably always be difficult for traffic. But in any case the bulk of the traffic at Sadashivgadh and Kodibag seems to be timber which is floated down the Kali river. The port of Kodibag seems always likely to have some importance. Again Karwar as the head quarters of the district is a place which seems always likely to merit attention as a port, though at the moment it is in eclipse owing to the cessation of the steamer traffic. Karwar also has the advantage of a good road connecting it with Dharwar through Yellapur and Haliyal and with Hubli through Yellapur and Kalghatgi. The existence of this road seems to make it possible to dispense with developing a port in the immediate neighbourhood of Ankola. The existence of the coast road also seems to indicate that traffic which formerly used the Tadri creek is likely to decrease. The ports of importance in the past on the southern sector of the coast are Kumta, Honavar and Bhatkal. Kumta is much the largest trade centre at present. But it is handicapped by the heavy siltation which has blocked the channel leading from the open sea to the town. Honavar too has the

the defect of an extremely dangerous bar. Both Kumta and Honavar are almost equally well-placed in the matter of road communications with the interior as they have a good road linking them with Hubli through Sirsi. Bhatkal is not so well-placed in the matter of road communications and it has an open anchorage. Nor is it particularly well-placed as regards communications. I understand that the volume of traffic which used to come to Bhatkal from the Mysore territories in the neighbourhood has now been diverted as a result of road development in this area.

6. If these observations of mine are correct, it appears that the soundest policy to adopt would be to concentrate on the development of the ports of Kodibag, Karwar and Kumta. But I recommend that no large commitments as regards expenditure on any of these ports should be made until the larger questions of policy as regards road development are settled, and before coming to any definite conclusion as regards the incurring of expenditure on improving facilities at Kumta, it is desirable to have the behaviour of the creek examined over a period, with the advice of the Director of the Central Irrigation and Hydrodynamic Research Station at Poona. Even if the design of the causeway proves to be faulty, it by no means follows that the substitution of a better designed causeway will automatically cure the trouble which has now been set up. The question seems to me essentially to be one for the most expert advice available, and anything in the nature of a hasty and ill-considered scheme for the construction of a jetty, as suggested by the President of the Kumta Municipal Committee, without collecting the necessary data, seems certain to result in a waste of money and disappointment to those residing in

the ----

the neighbourhood of Kumta.

I have the honour to be,
Sir,
Your most obedient servant

H.E. Pellengar

Collector of Salt Revenue
Bombay.

29 JUNE 1940

Encl:- Papers.

HEM/KVS
28/6

2171/39-G.

Revenue Department.

These papers deal with the representation made by the President, Kumta Muncy., for construction of a jetty at the Kumta Head Bundar, as recommended by the Bombay Minor Ports Committee. The recommendation of the Committee are separately being considered by Govt. in consultation with the Collr. of Salt Rev. The present proposal was however independently taken up for consideration.

2. The Collr. of Kanara who was consulted in the matter reported that there is need for the provision of better facilities to land goods conveyed by sea borne traffic at Kumta, provided it is desirable and feasible. He also suggested that before any action is taken to implement the Committee's suggestion for construction of a jetty at Kumta, it is desirable to consider whether it is not appropriate to treat the question of these Kanara ports as a single issue, and whether it is not essential to decide once for all if the preservation of no less than six ports, viz., Karwar, Ankola, Tadri or Sanikatta, Kumta, Honawar and Bhatkal within a distance of less than 80 miles, is a practicable proposition, and if not, to concentrate on providing good facilities at one or two ports rather than spending separately small sums on minor improvements.

3. The Collr. of Salt Rev., to whom a reference was made on the subject, has submitted an exhaustive report. He thinks that the problem of the future of the ports

of

of the Kanara distt. is closely linked with the problems of forest conservation, particularly on the banks of the numerous streams which fall into the sea after comparatively short courses through the hills of the distt. In its Report the Minor Port Committee has referred to the fact that local opinion blames the faulty design of the causeway on the Kumta-Honawar road for the rapid siltation which has recently occurred at the port of Kumta. When this fact was brought to the notice of the S.E.,S.C., and the Ex. Engr., Kanara Divn., by the Collr. of Salt Rev. they have promised to consider the matter and suggest possible remedies, but the Collr. does not think that the substitution of a better designed causeway will automatically cure the trouble of siltation which has now been set up. From the point of view of coastal road communications the Collr. thinks that the soundest policy to adopt would be to concentrate on the development of the ports of Kodibag, Karwar and Kumta, but that no large commitments as regards expdre. on any of these ports should be made until the larger questions of policy as regards road development are settled. Particularly as regards Kumta the Collr. is of opinion that before deciding upon incurring any expdre. on improvement of landing facilities at the port it is desirable to have the nature of the creek examined over a period, with the advice of the Dir. of Central Irrigation and Hydrodynamic Research Station at Poona.

@ Vide ... Report para

△ Vide p. 23 ante

⊗ do p. 27 do

do do

4. It seems from paras.5 and 6 of the Collr. of Salt Rev.'s report that he is

of

of opinion that the question of development of any of the ports of Kodibag, Karwar and Kumta need not be undertaken until the major questions of policy as regards development of road communications(including ferry service) in these areas is settled. It would not also be possible to undertake development of all the three ports at once, and a beginning, if at all, will have to be made with a single port at a time. Before taking any action on the Collr.'s suggestion regarding examination of the nature of the Kumta creek with the advice of the Dir. of Central Irrign. and Hydrodynamic ~~Research~~ Research Station, Poona, the P.W.D. may therefore be requested u.o. to offer its remarks on the question of development of road communications.

15-7-40.

The Collector of Sal. Revenue, Mr. MacClenaghan, has written a very interesting report. He has touched many questions. But to start with, these papers may be referred u.o. to P.W.D. for remarks on the question of development of road communications in the Kanara district as proposed in the above note.

S. O.

15.VII.40

Secy.

P.W.D. to see.

KAT14/7

JUL 1940

Secy

16/7/40

17-7-40.

(1181)

PUBLIC WORKS DEPARTMENT
File No. RD-2111/39
18. JUL. 1940
Serial No.

P.W.D.

C.B.

Submitted.

2. The question under consideration in these papers is the construction of a jetty at Kumta Head Bunder as recommended by the Minor Ports Committee. The President, Kumta Muny. raised the question recently and the Collr. of Kanara who was consulted in the matter agreed that there was need for better landing facilities at Kumta and suggested that if the preservation of all the six ports within a distance of less than 80 miles is not practicable proposition, it might be desirable to concentrate on 2 or 3 ports only. The Collr. of Salt Revenue to whom a reference was made on the subject has submitted an exhaustive report dealing with every phase of the problem and suggesting the consideration of certain issues before incurring any expenditure.

3. In so far as this Deptt. is concerned, remarks are called for on the following three points to enable the authorities concerned to consider the question of the ports on the coast of Kanara generally, and of the construction of a jetty at Kumta Head Bunder in particular.:-

(a) Whether this Govt. has decided upon the policy regarding the development of road communications and whether it will be possible to develop the coastal road communications to such an extent

as

as to make it feasible to concentrate on only 2 or 3 of the ports.

(b) Whether the Provl.Govt. is prepared to replace the existing crude ferry services by power driven ferry boats across the Kali at Kodibag, the Gangavali near Ankola and the Sharavati near Honawar.

p. 25, para 5.

(c) To suggest possible remedies for the prevention of rapid siltation at the Port of Kumta for which the faulty design of the causeway over the Kumta-Honawar Road is considered to be responsible.

pp. 21-23 para 4.

4. This Govt.has now a definite policy regarding the development of roads. With the inauguration of the Petrol Tax Fund, a fair amount of money is available annually for the development of roads, subject, of course to certain restrictions. Govt.has accordingly prepared a comprehen-sive programme of road works to be carried out during a period of seven years and a number of schemes according to this programme have now been carried out. A reference to the tracing map put up will confirm the opinion of the Collr.of Salt Revenue that the Kanara District is well served by roads running from west to east. The restriction imposed by the Govt.of India refers to the nature of roads i.e.whether they are competitive with the Railways or otherwise, and the Kanara Dist.being devoid of Railway communications, the roads are particularly well placed in so far as funds for their development from the P.T.F. are concerned. As none of the roads are classifiable as competitive, it is possible

p. 32(a).

p. 23 para 5

to

to apply a large proportion of the available funds for their development. So far, Govt.has already carried out substantial improvements on the two main west to east roads viz. the Kumta-Sirsi-Hubli and the Karwar-Yellapur-Hubli Roads.

5. As regards the coastal road communication on which the Collr.of Salt Revenue has laid much stress, it will be observed that there is already a provincial III class road connecting all the ports under consideration. The section from Kumta to Honawar of this road is now being improved and provisions for impt.to the other sections are also provided in the programme. The Haliyal-Yellapur-Sirsi-Kodkani Road forming another main communication from north to south and has also been improved at considerable expense.

6. Although the development of all roads is thus being pushed ahead, in order of their urgency, in particular cases, where the urgency of schemes which are not already included in the present programme can be brought to the notice of Govt. it is possible to consider their inclusion in the programme so that they can be taken up within a reasonable time.

7. As regards the ferry services mentioned by the Collr.,it appears that in view of a comprehensive programme for the construction of roads including

bridges

bridges therepn, the question of ferries has not received serious attention. Necessity for bridges on the Gangavali creek near Ankola and on the Sharawati # River near Honawar has been noticed by Govt. but owing to the high cost of the latter, ~~the~~ proposal for a bridge on the Gangavali creek only is included in the road programme and it will be constructed in due course.

on file No. L.A. 90/37 (Irrl. Dept.)

W.B. to ji see consider item (b) on p 34 further

8. Regarding the causeway over the Kumta Honawar Road, the faulty design of which is said to be responsible for the rapid siltation of the Kumta Port, it appears necessary to obtain a full report on the situation which has been created, the possible steps necessary for remedying the defect and the approximate cost of these measures. If approved, necessary drafts will be put up for approval.

⊗ as req (b) on p. 34

Thro. W.B. & A.E. ⊗

24/7/40.

W.B.

9. Re: (b) on p.34 ante.- It may be observed that Mr.Silva, Advocate, Karwar, ~~in 1938~~ in 1939 represented to the late H.P.M. (among other things) that the Diesel Engined launches manned by Govt.servants might be run over the Kodibag and Honawar causeways instead of constructing costly bridges. From the reports of the Ex. Engr., Collr. and the Commr. recd. in the matter it was seen that the propcsal involved high initial expenditure. The

question

S'r H
x F.4, 2f. 12 3538/39

question of comparing the advantages of the scheme in view of the high cost has been postponed owing to war as the prices of the power launches have greatly increased. In view of this, no opinion can be expressed at present on the question of replacing the crude oil ferries by power launches and the R.D. may be so informed, if approved.

30/7/40.

GJP.
30/7

30/7/40

Report asked para 8. should be obtained from the Sec. in the first instance.

4/,

Yes but case can go back to R.D with the above note which explains the position meanwhile

1/8

✓ DS

Secy.

REVENUE DEPARTMENT
File No.
6-AUG1940
Serial No. 4
30

m.o.r. to the R.D. dy. 6/8/40.

4/10

2171/39.
Revenue Department.

Submitted with ref. to the notes at pages 29-31 ante. It will be seen from the P.W.D. notes that with the inaugurati of the Patrol Tax Fund a fair amount of money is available annually for the development of roads, and Govt. has accordingly prepared a comprehensive programme of road works to be carried out during a period of seven years. As none o the roads in the Kanara distt. are competitive with Rlys. it is possible to apply a large proportion of the available funds for their development. As regards the coastal road communication there is already a provincial III class road connecting all the ports under considera-tion and the question of improvement of the various sections of the road is being attended to. The development of all the roads is thus being pushed ahead in order of their urgency.

x/p. 25 ante

2. As regards the Collr. of Sait Rev.'s suggestion for replacing the present crude ferry service by power drive ferry boats across the Kali river at Kodibag, across the Gangavali river near Ankola and across the Sheravati river near Honavar it will be seen from the P.W.D. notes that the proposal for a bridge on the Gangavali creek near Ankola is include in the road programme and it will be constructed in due course and that in view of the enormous increase in the prices of power launches owing to war situation the P.W.D. is not in a position to express any opinion at present on the Collr.'s suggestion.

H/p. 36 ante

A/p 37 ante

3. It will thus be seen that the question of development of road communications is being properly attended to by the P.W.D. according to their present policy of Govt. and the question of improvement of the landing facilities at Kumta (to begin with) may therefore be considered now. However as suggested by the Collr. before any expenditure is incurred on the proposed improvement, it is desirable to have the nature of the creek examined for some time with the advice of the Dir. of Central Irrgn.and Hydrodynamic Research Station at Poona. In the circumstances there seems no objection to proceed with the examination of the creek; but before the Collr. is asked to undertake the work he may be requested to state (1) whether the work will involve any expenditure, (ii) if so, how it is proposed to be met and (ii) how much time it will take.

@ p. 27 ante

4. It may incidentally be stated that the P.W.D. is calling for a separate report from the S.E. as regards the faulty design of the causeway over the Kumta-Honavar Road which is alleged to be responsible for the rapid siltation of the Kumta Bandar. In this connection it may be pointed out that in response to the reference made to the local P.W.D. authorities by the Collr. of Salt Rev. the former have promised to consider the matter and suggest possible remedies. The Collr. however does not think that the substitution of a better designed causeway will automatically cure the trouble of siltation which has now been set up. In view of the opinion expressed by the Collr. it does not seem necessary to await the report proposed to be called for

4 p. 36-37 ante

¶ p. 27 ante

for

for by the P.W.D. from the S.E., S.C., before action is taken as suggested in para.3 above.

19-8-40.

We may agree with the U. S. Secy. that technical examination of the tube etc. is essential before any money is spent.

Mr.Madan. P.W.D. maybe asked to put the Dir of Hydrodynamic Research on to the job.

I agree

21.8.40

21.8.40

Encl. to P.W.D. 27-8-40

IG 26/1940

KAT17/8

CB 28/8

RO 2171/39

28/8

28/8

43 R.D.2171/39.

Public Works Deptt.

C.R.

Submitted with reference to this Deptt's U.O.R., pp 33-37 dated the 6-8-40.

2. From the R.D.notes pp 39-41 within it will be seen that, as the policy of road development is now settled, it is proposed to tak up, to begin with, the question of impt. of the landing facilities at Kumta. Before incurring any expenditure, however, that Deptt.thinks it desirable to have the nature of the creek examined for some time and suggests that this Deptt. should put the Dir.,Central Irrign.and Hydrodynamic Research Station at Poona on to the job. In this connection it may be observed that the Central Irrign.and Hydrodynamic Research Station at Poona is not under the control of this Deptt.but is controlled and financed by the Govt.of India, vide G.R.No.9889/27, dated the 7-3-39. The R.D. may, therefore, ask the Collr.of Salt Revenue, Bombay, to approach the Dir.,C.I. and H.Research Station direct in the matter.

3. The papers may be returned U.O.to the R.D.with this note.

Thro' W.B.& A.E.

M.K.P.
2-10-40.

MBD.
2-10-40

3/10/40

REVENUE DEPARTMENT
File No.
4 OCT. 1940

U.O.R. to the R.D. dt. 4/10/40.

4"

Rev. Deptt.

Submitted with reference to the ~~note overleaf~~ Under Secy's note dt 20-8-40 concurred in by the Secy. A. II. In view of the P. W. D. note ~~leaf~~ the Collr. of Salt Revs may be ~~directed~~ to approach the Dir., Central ~~Water~~ & Hydrodynamic Research Station, ~~Poona~~ in the matter of the proposed ~~investigation~~ of the nature of the creek with ~~a view~~ to improving the landing ~~facilities~~ at Kumta, and to report to Govt. ~~the result~~ of his negotiations with the Dir.

p/. 11/10/40

D.W.S.

86-11
11. OCT. 1940
BOMBAY.

11.10.40

Salt Revs d. 9-10-40

Below U.O.R.,dated the 9th October,1940,from the Government of Bombay, Revenue Department.

Returned unofficially.

2. I have discussed this case with the Director of the Central Irrigation and Hydro-dynamic Research Station, Poona. He agrees that the case is one in which he may possibly be able to give a useful advice. But he points out that he would,first of all have to visit Kumta and examine the problem on the spot. He might then have to construct a model which would reproduce the conditions which obtain in the Kumta creek. He would then have to observe the behaviour of the creek under model conditions for some time in order to decide what remedial action is necessary. But he suggests that instead of my writing to him demi-officially on the subject, it would probably be simpler and more satisfactory if the Executive Engineer, Kanara,could correspond with him giving such "data" as are in his possession, before he arranges to pay a visit to Kumta. I therefore, suggest that the Executive Engineer, Kanara,may be instructed to furnish the requisite data to the Director of Central Irrigation,direct.

3. It is not possible to anticipate at present the estimated cost of the inquiry to be conducted by the Director of Central Irrigation as it depends upon the nature of the inquiry to be made on the basis of the data furnished by the Executive Engineer. The cost of inquiry will be either a charge on the Provincial Public Works Department Budget, or else on the Southern Group Ports Fund.

R.C

REVENUE DEPARTMENT
File No. 217/39
7--MAR 1941
Serial No. xxx

1-3-41

For Collector of Salt Revenue,
Bombay.

U.O.R.No.86-11,dated the 6th March,1941.

PNP/DRN
1-3

Rev. Depts

Submitted with reference to the
office note dated 8-10-40.

2 As regards para 2 of the C.W.S
note overleaf the P.W.D. may be
requested to state whether that Depts.
sees any objection to this Depts.
instructing the Ex. Engs., Kanara Divn.,
to correspond direct with the Dir. of Central
Irrgn. and Hydro-Dynamic Research
Station. That Depts. may also be
requested to offer its remarks on the
question about the budget head to which
the cost of the proposed enquiry should
be debited.

A

7-3-41.
14

15.3.41

Encl 6 — P.W.D. dy 17/3/41.

PUBLIC WORKS DEPARTMENT
File No. R.O. 2171/39
18. MAR 1941
Serial No.

CB 19/3

CB
18-3-41

47 R.D.2171/39.

Public Works Deptt.

C.B.

Submitted with reference to the office note p 43 dated the 2-10-40 approved by the Dy. Secy.

2. The proposal at 'A' in para.2 of the R.D.note p 46 dated the 14-3-41 may be agreed to in this Deptt.

3. With regard to the budget head to which the cost of proposed enquiry should be debited, the S.E.,S.C. has separately reported that the siltation of the Kumta Creek is not in any way due to the design of the causeway, but is due to natural causes. The proposed enquiry is with a view to improving the landing facilities at Kumta. The cost of the enquiry is a proper debit to the Southern Group Ports Fund.

25/3/41. Thro: W.B.,A.B.and A.E.

M.K.P.
23-3-41.

25/3/41
26/3/41
26/3/41

26/3

Secy.

REVENUE DEPARTMENT
File No.
27 MAR 1941
Serial No.

W.O.t. to the R.D.dt.27/3/41.

Rev. Deptt.

Submitted with reference to the office note dated 14-3-41. The P.W.D. has no objection to this Deptt. instructing the Ex. Engs., Kanara Divn., to correspond direct with the Dir. of Central Engn. & Hydro-Dynamic Research Station, giving all the available data as regards the behaviour of the creek. The Ex. Engs. may be informed accordingly.

2 As the proposed enquiry is to be undertaken with a view to improving the landing facilities at Kumta the P.W.D. considers that the cost on account of the enquiry is a proper charge to the Southern Group Ports Fund. This Deptt. may agree with the view expressed by the P.W.D. that cost of the enquiry is not known (Vide para 3 of the Collr's. ref. dated 6-3-41).

3 The papers may be shown to the F.D. before issue of orders.

FW.
4-41.

10/4/41

15/4/41

Secy.

to F.D. 16/4/41.

FINANCE DEPARTMENT
File No.
17. APR 1941
Serial No.
A

Finance deptt.

Please see the proceedings at pp. 39 et seq. This deptt. may agree with the view expressed in para 2 of the R.D. note p.48 dt. 15-4-41.

DLP
2-5-41

M.
3/5

D.S. (Rev.Rec.)

REVENUE DEPARTMENT
File No.
3--MAY 1941
Serial No.

U.O. No. R.D. dt. 3-5-41.

Rev. Deptt.

Submitted with reference to the office note dated 7-4-41. The appended draft memo. and endorst. are put up for approval.

SGW
6-5-41.

12/5/41

D.S.

A(R).

15.5.41.

51

No.2171-G/39.
Revenue Department.
Bombay Castle, 15th May 1941.

Subject:-Jetty.
Construction of a - at Kumta.

Memo.

The u.s.p.c. to the Ex. Engr., Kanara Divn., and is directed to state that it is proposed to take up the question of improvements of landing facilities at Kumta with a view to implementing the suggestion of the Bombay Minor Ports Committee. Before incurring any expr. on the work it is however considered desirable to have the nature of the creek examined for some time by the Dir. of Central Irrigation and Hydrodynamic Research Station at Poona. The latter has agreed to give ~~useful~~ advice in the matter after he has collected all the necy. data after personal inspection of the site, and has constructed a model which would reproduce all the conditions which obtain in the Kumta creek. For this purpose the Dir. considers that it would be very convenient if the Ex. Engr. could correspond with him direct. The Ex. Engr. is accordingly requested to carry on corresp. with the Dir. in this matter giving such data as are in his possession regarding the behaviour of the creek before the Dir. pays a visit to Kumta.

By order of the Governor of Bombay,

Under Secretary to Government.

6-5-41.

ISSUED
17/5

copies

Copies forwarded for information to -

the Collr. of Kanara (with ref. to his letter, No.6808, dated 12th Feb. 1940), p.13

the Collr. of Salt Rev. (with ref. to his letter, No.86-11, dated 3rd July 1940), p.19

the S.E., S.C.,

the A. G.,

the F. D.,

the P.W.D.

2. As regards para.3 of his ref. p.45 No.86-11, dated 6-3-41, the Collr. of Salt Rev. is informed that the cost on account of the proposed enquiry is a proper debit to the Southern Group Ports Fund as the enquiry is to be carried out with a view to improving the landing facilities at one of the Southern Group ports.

By order of the Governor of Bombay,

Under Secretary to Govt.
6-5-41

ISSUED

KAT6/5

In reply, please quote the number and date of this letter and address the officer for whom it is intended, by designation and NOT by name.

Tel. address :—"Bomsalt," Bombay.
Tel. No. 22950 50108
Post Box No. 806.

No. 86-11/40

FROM

H. E. St. G. McClenaghan, Esquire, I.C.S.,
COLLECTOR OF SALT REVENUE,
BOMBAY,

No. of enclosures. one.

To

The Under Secretary to the Government of Bombay,
Revenue Department, Bombay.

REVENUE DEPARTMENT
File No. 2171/39
28 APR 1942
Serial No. G 10591

CONSTRUCTION HOUSE, WITTET ROAD,
BALLARD ESTATE, BOMBAY, 1.

Dated the 27th April, , *1942*.

SIR,

Subject:- Kumta - Construction of a jetty at -.

I have the honour to refer to Government Memorandum No.2171-G/39, dated the 16th May, 1941, sanctioning an enquiry by Mr. C.C.Inglis, Director, Central Irrigation and Hydrodynamic Research Station, Poona, into the question of improving the landing facilities at the Kumta port. The cost has been ordered to be met from the Minor Ports Fund. Accordingly, Mr. Inglis visited Kumta on the 8th January, 194 and carried out the necessary examination of the Kumta creek. On the 16th February, 1942, he forwarded to me for payment a bill of travelling allowance for his journey to Kumta, in which he claimed travelling allowance according to the rules of the Central Government. As the journey was in connection with the work of the Minor Ports Fund which is administered by the Government of Bombay, I restricted the travelling allowance to what is admissible under the Bombay Civil Service Rules. I attach a copy of letter No.377, dated the 4th April, 1942, from the Director, Central Irrigation and Hydrodynamic Research Station, in which he states that as he is a Central Government officer he is entitled to travelling allowance under the rules of the Central Government. The difference in the amount of travelling allowance under the two sets of rules is Rs.10-8-0.

2. Under rule 146 read with rule 149 of the Bombay Civil Service Rules, a Government servant paid from the Minor Ports Fund or the Landing and Wharfage Fees Fund is ordinarily entitled to travelling allowance according to the Bombay Civil Service Rules. As Mr. Inglis is paid from the Central revenues I think his contention is right that he is entitled to claim travelling allowance under the Central Government Rules. I therefore request the sanction of Government to the payment of travelling allowance to Mr. Inglis according to the rules of the Central Government for his journey to Kumta as well as for the journeys which he may perform in future in connection with the works of the Minor Ports Fund or the Landing and Wharfage Fees Fund.

I have the honour to be,
Sir,
Your most obedient servant,

H.E. McClenaghan

Collector of Salt Revenue,
Bombay.

Encl: one copy
PNP/VRD
24/4

R.D. 54

105-3:

File 2171/39 containing the previous correspondence was referred Rev to the Collr. of Salt Rev. on 27-4-42 and has not yet been received back. The return of the file may be awaited till 15-5-42.

SGW
1-5-42.

1.5.42.

Supdt.

Rev. Deptt.

Resubmitted.

2 In the circumstances explained by the Collr, his proposals contained in the concluding portion of para 2 of his letter overleaf may be sanctioned after Govt. to F.D.

SGW
8-6-42.

8.6.42 Secy.

Govt. to F.D of 8/6/42

Fin. Department.

The proposal made by the R.D. may be agreed to.

JReR
18/6/42

FINANCE DEPARTMENT
File No.
JUN 1942
Serial No. C

REVENUE DEPARTMENT
File No.
19 JUN 1942
Serial No.

18/6

11/6

Govt. to R.D. of 19/6/42

R.D.

The appended memo. & endst. may issue

SGW.
23-6-42.

14/5 Minute

Reply issued on 8-7-42 8-6-42

15-5-42

1-5-42

55 3

No.377 of 1942
Poona, 4th April, 1942.

To

The Collector of Salt Revenue, Bombay.

Subject:- T. A. Bill.

Sir,

Your No.86-11/40 of the 2nd instant. The cheque No.08495 of 31-3-1942 for Rs.440/- is received. The T. A. Bill is herewith returned duly receipted. As I am under the Central Government, I am entitled to travelling allowance under the rules of the Central Government. The difference of Rs.4-8-0 may please be paid to ~~be~~ me by cheque.

your.....etc.

Sd. C.C.Inglis
Director, C.I. & H.R.Station.

57

No. 2171/G/39.

Rev. Deptt.

B.C. 24th June 1942.

Subject:- Jetty:-
Construction of a ~~jetty~~ at Kumta.

Memo:

The undersigned to the Collr. of Belt Rev. and with ref. to his letter No. 86-11/40, dated 27-4-42, is directed to convey the sanction of Govt. to the payment of T.A. to Mr. C.C. Dir., Central Irrign. & Hydrodynamic Research Station, Poona, ~~Engineer~~ according to the rules of the Central Govt. for his journey to Kumta as well as for the journeys which he may perform in connection with the works of the Minor Ports Fund or the L.& W. Fees Fund.

By order of the G. of B.

ISSUED
Date 27-6

Asstt. Secy. to Govt.
Rev.
23-6-42.

(Stamp Typewritten)

Copies forwarded for information to:-
The A.G. } with advice of this letter
The T.D. }

ISSUED
Date 27/6

Rev. Reg. 24/6
Rev. Memo. 24-6

No. 2171-G/39.
Revenue Department.
Bombay Castle 24th June 1942.

5

Subject:- Jetty.
Construction of a -
at Kumta.

Memorandum.

The undersigned presents compliments to the Collector of Salt Revenue, and with reference to his letter No. 86-11/40, dated 27th April 1942, is directed to convey the sanction of Government to the payment of travelling allowance to Mr. C.C. Inglis, Director, Central Irrigation and Hydrodynamic Research Station, Poona, according to the rules of the Central Government for his journey to - Kumta as well as for the journeys which he may perform - hereafter in connection with the works of the Minor Ports Fund or the Landing and Wharfage Fees Fund.

By order of the Governor of Bombay,

Assistant Secretary to the Government of Bombay,
Revenue Department.

Copies forwarded for information to:-

The Accountant General
The Finance Department
) with the copies of the Collector's letter.

MV1/25.6.

[Below Govt. endorst. memo: No. 2171 S/39, dated 15th May 1941 and accompt.]

No. 2171 S/39.
Rev. Deptt.
B.C., 21st May 1941.

Forwarded to the Comms, S.D., for information.

By order of the G. of B.,
21/5/41
Asstt. Secy. to Govt.
SGW.
20-5-41.

RECD
21/5
Pte

Note - It seems desirable to endorse a copy of G.M. No. 2171 S/39, dated 15-5-41 to the Comms, S.D. The foregoing draft endorst. may issue.
SGW.
20-5-41.

RECD

No. 2171-G/39.
Revenue Department.
Bombay Castle, 3rd December 41

Subject: ~~Land Acquisition:~~ Jetty
Kanara district
Construction of — at Kumta.

Memorandum.

The undersigned presents compliments to the Collector of Salt Revenue and, in inviting his attention to the correspondence ending with ~~his letter~~ G. Endst, No. 2171-G/39, 52 dated 15th May 1941, is directed to request him to report to Government the progress of the case at present.

By order of the Governor of Bombay,

3/12/41.

~~For Under~~ Secretary to the Government of Bombay,
Revenue Department.

2/12/41.

ISSUED
Date 5/12

60 57

No. 86-11/40

In reply, please quote the number and date of this letter and address the officer for whom it is intended, by designation and NOT by name.

Tel. address :—"Bomsalt," Bombay.
Tel. No. 22950.
Post Box No. 806.

FROM

H.E.St.G.McClenaghan, Esquire, I.C.S.,
COLLECTOR OF SALT REVENUE,
BOMBAY,

No. of enclosures. Nil

To

REVENUE DEPARTMENT
File No. 2171/39
11 DEC 1941
Serial No. 30515

The Assistant Secretary to Government,
Revenue Department, Bombay.

CONSTRUCTION HOUSE, WITTET ROAD,
BALLARD ESTATE, BOMBAY, 1.

Dated the 10th December *1941*.

SIR,

Subject:- Kumta - construction of a jetty at.

x 55-a/2-

With reference to your memorandum No.2171-G/39 dated the 3rd December, 1941, I have the honour to state that Mr. C. C. Inglis, Director of Central Irrigation and Hydro-dynamic Research Station, Poona, has not so far been able to visit Kumta to examine the behaviour of the Kumta creek. He proposes to visit the place about the 6th January, 1941. I will make a further communication to Government about the progress of the case on hearing from Mr. Inglis.

I have the honour to be,
Sir,
Your most obedient servant,

10-12-41

for Collector of Salt Revenue,
Bombay.

PNP/VRD
10/12

61

R.D.

The receipt of a further report from the Coll. of Salt Rev: may be awaited till 10-2-42

SGW.
12-12-41.

MG
12.12.41.

SGW.

No. 86-11/40

In reply, please quote the number and date of this letter and address the officer for whom it is intended, by designation and NOT by name.

Tel. address :—"Bomsalt," Bombay.
Tel. No. 22356. 50108
Post Box No. 806.

FROM

H.E.St.G.McClenagnan, Esquire, I.C.S.
COLLECTOR OF SALT REVENUE,
BOMBAY,

No. of enclosures.

REVENUE DEPARTMENT
File No. 2171/39
12 MAR 1942
Serial No. 6493

To

The Under Secretary to Government,
Revenue Department,
Bombay.
CONSTRUCTION HOUSE, WITTET ROAD,
BALLARD ESTATE, BOMBAY, 1.

Dated the 11th March, *1942*.

SIR,

Kumta - Construction of a jetty at.

I have the honour to refer to Government memorandum No.2171-G/39, dated the 16th May, 1941, sanctioning at the cost of the Southern Group Ports Fund an enquiry by Mr.C.C.Inglis, Director, Central Irrigation and Hydrodynamic Reseach Station, Poona, into the question of improving the landing facilities at the Kumta port. Accordingly, Mr.Inglis visited Kumta on the 8th January, 1942, and carried out the necessary examination of the Kumta creek. He has now forwarded to me a bill of travelling allowance for his journey, in which he has claimed in addition to railway fare, road mileage and daily allowance for himself, railway freight amounting to Rs.204/- for transporting his motor car as shown in the margin.

From Poona to Belgaum by passenger train	Rs. 87/-	The railway receipts in respect of these charges are not available, as Mr.Inglis had to hand them over to the railway authorities. As it
From Hubli to Poona by " passenger train	117/-	
	204/-	

it was necessary for Mr.Inglis to take his motor car with him in order to complete the enquiry within a short period, I request the sanction of Government under Bombay Civil Service Rule No. 462, to the payment of the charges of Rs.204/- for transporting the motor car, in addition to the travelling allowance admissible to him for the journey.

I have the honour to be,
Sir,
Your most obedient servant,

H.E. Mills

Collector of Salt Revenue,
Bombay.

MAR 1942

Enclosure:- nil

VM:EPK
7.3

Rev. Dept.

In the circumstances stated by the Coll. sanction may be accorded to the payment of the charges of Rs. 204 for transporting the motor car in addition to the t.a. admissible to Mr. Inglis for the journey.

2 The papers may be shown to F.D. before issue of orders.

18.3.42

REVENUE DEPARTMENT
File No. 2171/39
20 MAR 1942
Serial No. 4

FINANCE DEPARTMENT
File No.
19 MAR 1942
Serial No.

Rev to F.D. 18/3/42

Finance Deptt

The proposal may be agreed to. 19/3

19-3-42

A.R.D. to Revenue Dept 19-3-42

61

62(4) No. 2171 S/39.
Rev. Deptt.
B.C., 25th March 1942.

Subject:- Jetty.
Kanara dist.
Construction of —
at Kumta in,

Memo.

The u.s./c. to the Collr. of Salt Rev. and is directed to convey the sanction of Govt. to the payment to Mr. C.C. Inglis Div. Cnl'd Irrigation & Hydro Electric Circle of Rs. 204, being the charges for transporting his motor car, in addition to the travelling allowance admissible to him for the journey.

9 mts

By order of the G. of B.,

Asst. Secy. to Govt.

23-3-42

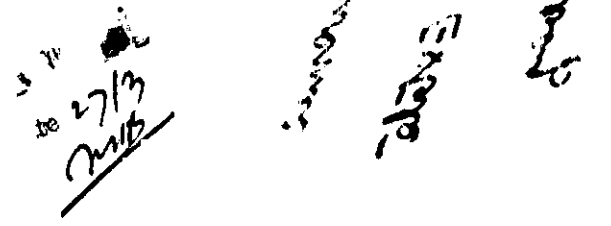
27/3

Copies

Copies, with copies of the letter under reference, forwarded for information to —

The A.-G.

The S.D.



In reply, please quote the number and date of this letter and address the officer for whom it is intended, by designation and NOT by name.

Tel. address :—"Bomsalt," Bombay.
Tel. No. [redacted] 50108
Post Box No. 806.

No. 86-11/40

FROM

H. E. St. G. McClenaghan, Esquire, I.C.S.,
COLLECTOR OF SALT REVENUE,
BOMBAY,

No. of enclosures. one.

To

The Assistant Secretary to Government,
Revenue Department, Bombay.

REVENUE DEPARTMENT
File No. 2171/39
17 APR 1942
Serial No. 9771

CONSTRUCTION HOUSE, WITTET ROAD,
BALLARD ESTATE, BOMBAY, 1.

Dated the 16th April, *194*2.

SIR,

Subject:- Kumta - Construction of a jetty at

Pssaule

I have the honour to refer to your memorandum No.2171.G/3, dated the 3rd December, 1941, and to state that Mr. C.C.Inglis, C.I.E., Director of the Central Irrigation and Hydrodynamic Research Station, Poona, visited the port of Kumta on the 8th January, 1942. I enclose with this a copy of his report on the creek.

2. You will observe that Mr. Inglis has criticised the design of the causeway across the Kumta Creek. He points out that the plan for the skew openings was unsound. He draws attention to the region of dead water down stream of the causeway between the normal openings and the skew openings. This caused a shoal to form down stream. He goes on to point out that conditions along the wharf can be considerably improved by replacing the skew openings and a part of the right approach by four slab openings with spans of fifteen feet. This will effect little improvement, except in the proximity to the Custom House walls. He observes that the general silting of the creek has, in fact, only been accelerated by the causeway and has been mainly due to slow deterioration. He has then suggested the manner in which the creek should be improved by removing the silt.

A

3. Since receiving Mr. Inglis' report I have been endeavouring to find out whether the remedy of removing silt has been attempted in the past. Apparently efforts were made to remove silt in 1900 and in 1925. But I have not been able to secure details of how the removals were attempted. Possibly because these efforts were conducted on unscientific lines, they produced very little improvement.

4. I have since had an opportunity of discussing this case with Mr. Inglis himself and with Mr. A. Logsdail, the Deputy Superintendent of Lighthouses, Bombay. Mr. Inglis in his report has made no reference to the bar at the entrance of the Kumta Creek. Apparently those present during his enquiry did not invite his attention to the dangerous nature of this bar and of the difficulties of entering the creek. Mr. Logsdail has now given Mr. Inglis the benefit of his experience of this bar and Mr. Inglis has agreed that the existence of this bar may complicate the solution of the problem. Mr. Inglis also pointed out that the deposits of sand below the causeway contained a considerable amount of organic matter and that at present there is apparently little sea-sand present in the creek. This possibly due to the existence of the bar at the mouth

B

2

of the creek. I asked Mr. Inglis whether it was possible to use the sand at present deposited in the creek for any purpose. He replied that it quite definitely was of no use for building purposes. When asked whether it might not be of use for fertilising purposes on cultivated lands, he suggested that it was a matter that the Agriculture Department might be invited to investigate. He stated that as far as he knew that this particular question had not been examined in detail recently.

5. From my conversation with Messrs. Inglis and Logsdail, I consider that the first step to be taken in this case is to reconstruct the causeway so as to ensure that the natural flow of the creek is not impeded. Once this has been done, it will be necessary to watch the behaviour of the creek for some time. It should meanwhile be possible to collect data as regards the discharges at various points in the creek and to record observations of the changes which occur at different seasons of the year on the bar and at other points on the foreshore in the neighbourhood of the entrance. It will also be desirable to have samples of sand taken from the creek at various times of the year expertly examined. After sufficient data have been accumulated it should be possible for the Central Irrigation and Hydrodynamic Research Station at Poona to carry out a model experiment and to indicate the best way of deepening the creek and making it possible for larger vessels to enter it. By the time that the effect of the changes of the causeway and the results of the model experiments have indicated the most effective remedy, the position may have improved as regards the carrying out of dredger programmes. It is not likely that it will prove an economic proposition, as long as the war lasts, to set about improving this port by chartering a dredger. But I hope that if the Provincial Government approves of my suggestion for the employment of a whole-time engineering staff for the Landing and Wharfage Fees Fund Committee and for the Minor Ports Fund it may be possible after the war to frame a programme which will be within the capacity of these funds by chartering a dredger, either from the Madras and Southern Mahratta Railway at Mormugao or from one of the Kathiawar States, even if the Bombay Port Trust is not in a position to assist in such a venture.

6. Meanwhile I suggest that the Director of Agriculture might be requested to investigate the possibilities of the use of this fine sand containing much vegetable matter which has been deposited in the Kumta Creek. If some use can be found for this sand for agricultural purposes and if the local agriculturists can be encouraged to remove it, this will be some contribution towards the problem of deepening this channel.

I have the honour to be,
Sir,
Your most obedient servant,

H.E. Allen

Collector of Salt Revenue,
Bombay.

Encl: one copy of Mr. Inglis' report

APR 16 19[illegible]

HEA/VKC
14/4

Revenue Department.

With a view to implementing the suggestion of the Minor Ports Committee it was proposed to take up the question of improvements to the landing facilities at Kumta. It was however considered desirable that before incurring any expenditure on the work, the nature of the creek should be examined for some time by the Dir. of Gentral Irrgn. and Hydrodynamic Research Station at Poona. The latter officer agreed to give advice in the matter after he has collected all the necessary data after personal inspection of the site etc. The Dir. accordingly visited the port of Kumta on 8-1-42, and the Collr. of Salt Rev. has now submitted to Govt. the Dir.'s report in the matter. The Collr. has explained the question of improvements to the Kumta port in the light of the Dir.'s preliminary findings. The action proposed to be taken in the matter is summarised in paras.5 and 6 of the Collr.'s letter. The Collr.'s suggestion about employment of a whole-time engineering staff for the Landing and Wharfage Fees Fund Committee and for the Minor Ports Fund was mentioned in para.6 of the Collr.'s u.o.r.; No.73-225/40, dated 31-3-42 on P.W.D. file 4093/36 regarding repairs to Mora pier, but the detailed proposals in the matter have not yet been received from the Collr.

2. It is presumed that the dredging programme is to be started after the termination of the war, and that in the meanwhile the only action proposed to be taken is to request the Dir. of Agre. to investigate the possibilities of the use of the sand which has been deposited in the Kumta creek. The Collr. may be requested u.o. to state whether the presumption is correct.

24-4-42.

U. S.

Encl. to Coll. of Salt Rev. d 27/4/42

86-11/40 28 APR. 1942

KAT24/4

Returned unofficially to the Undersecretary, Revenue Department.

2. I have little to add to my recommendations in paragraphs 5 and 6 of my letter No.86-11/40, dated the 16th April, 1942. The first thing to do is to re-construct the badly designed causeway, which has been interfering with the natural flow of the creek. Until this has been done, no further steps for the development of the port can be taken beyond asking the Director of Agriculture to investigate the use of the sand deposited in the Kumta Creek. If the Director of Agriculture can find some use for this sand and the local revenue officers can persuade agriculturists to remove it, the channel will be deepened.

3. It will, in my opinion, be foolish to undertake any further measures for the development of Kumta as a port, until the causeway has been reconstructed and until a series of observations as to the behaviour of the creek, after the reconstruction of the causeway have been recorded for a sufficiently long period to enable a model experiment to be carried out. The model experiment should indicate whether dredging is worthwhile or not.

4. Since writing my letter of the 16th April, 1942, I have seen the scheme for the development of either Bhatkal or Shirala as a port, which Mr.A.M. Bhatt is sponsoring. I very much doubt whether this scheme will ever get passed the paper stage. But if it does so, there will be less justification than ever for attempting to develop Kumta.

REVENUE DEPARTMENT
File No. 217/39
26 MAY 1942
Serial No. G 12923

O.C. passed by the Collector..

For Collector of Salt Revenue,
BOMBAY.

HEM:DMD
22/5

U.O.C. No. 86-11/40, dated the 25th May, 1942.

Revenue Department.

Submitted with reference to the office note dated 24th April 1942. The Collr.of Salt Revenue thinks that it will be foolish to undertake any further measures for the development of Kumta as a port, until the causeway across the Kumta creek, which, on account of its faulty design, has been interfering with the natural flow of the creek, has been reconstructed and until a series of observations as to the behaviour of the creek after the reconstruction of the causeway, have been recorded for a sufficiently long period to enable a model experiment to be carried out. The Collr. therefore states that the first thing to do is to reconstruct the badly designed causeway.

2. As regards the question of reconstruction of the causeway attention is invited to para.8 of the P.W.D. office note dated 30th July 1940 and the D.S.and Secy., P.W.D's notes at page 37 ante. The P.W.D.may be requested u.o.to state whether the reports of the P.W.D.local officers have since been received and to offer their remarks on the Collr's proposal for reconstruction of the causeway.

3. As regards the recording of observations and carrying out a model experiment on the behaviour of the creek, the necessary action will be taken by the Dir., Central Irrigation and Hydro-dynamic Research Station.

4. As regards para.4 of the Collr's d.o.r. dated 25th May 1942 it may be stated that the case about Mr.Bhat's scheme for development of Bhatkal port is still at a preliminary stage, and it will take a long time to reach a final decision thereon. The point will, however, be considered before the measures for effecting improvements to the landing facilities at Kumta are finally decided upon.

5. In the meanwhile the Dir.of Agre.may be requested to take steps to investigate the possibility of the

use

use of the sand deposited in the Kumta creek. The appended draft memo. may issue. After issue the papers may be forwarded u.o. to the P.W.D. with ref. to para.2 of the note.

8.6.42.

Secy.

Memo of 8th June 1942 to P.W.D. × After issue of memo.

≠ will Report—

C.B 13/6

PUBLIC WORKS DEPARTMENT
File No. PD 2171/39
12. JUN. 1942
Serial No.

13/6

CB
12-6-42

(Memo issued vide Govt. letter No.)

Ref. Minutes to P.W.D
SA. 6/6

No.2171-G/39.
Rev. Deptt.
B.C., 8th June 1942.

Subject:- Ports and Harbours.
Improvements to landing facilities at Kumta, distt.Kanara.

Memo.

The u.s.p.c. to the Dir.of Agre.and is directed to state that Govt.is considering the question of effecting improvements to the landing facilities at Kumta partly by removing the silt accumulated in the Kumta creek and partly by reconstructing the causeway across the Kumta creek which, on account of its faulty design, has been interfering with the natural flow of the creek. It is reported that the deposits of sand below the causeway contain a considerable amount of organic matter possibly due to the existence of the bar at the mouth of the creek. ~~Perhaps~~ As that the fine sand in this creek containing much vegetable matter might be useful for fertilising purposes on cultivated lands. The Dir.is requested to investigate, through the

the local Agrl.Deptt. officers ~~if possible~~ the possibilities of the use of this sand by agriculturists for fertilising their lands, and report the result to Govt.

By order of the Govr. of Bombay,

I

8.6.42

Secy. to Govt.

SGW
8-6-42.

ISSUED
Date 11-6

SA.6/6

R.D.2171/39

P. W. D.

(C.B.)

Submitted.

2. These papers have been refd. to this Deptt. with ref. to para.2 of the R.D. note dated the 8-6-42. It has been suggested in these papers that the design of the causeway across the Kumta Creek which carries the Kumta-Honavar Road is faulty as the skew openings on the Kumta side interfere with the natural flow of the Creek. It has been further suggested that the first thing to do is to reconstruct the causeway and, until this has been done, no further steps for the development of the port can be taken.

3. With regard to the alleged faulty design of the causeway, attention is invited to -

(1) the S.E.,S.C.'s report No.Kan-19, dated the 27-2-42, and

(2) the C.N. dated the 15-3-41, and the Dy.Secy.'s and the Secy.'s notes thereon,

in file 4793/36. It will be seen that, in the opinion of the S.E. which has been concurred in by the Secy., the siltation of the Kumta Port is not due to the causeway but to natural conditions The skew openings on the Kumta side were specially designed to direct the flow towards the wharf wall to scour the channel there as desired by the Collr. of Salt Revenue in 1924.

4. The report of the S.E.,S.C., and the remarks of the Secy. thereon were shown to the R.D.,and the views expressed therein were agreed to by that Deptt. These papers may be returned u.o. to the R.D. together with file 4793/36 with such remarks as may be considered necessary on the proposal of the Collr. of Salt Revenue for reconstruction of the causeway. The R.D. may be requested to return the file when no longer required.

Thro: D.E.

22/6/42.

GJP.
22/6

19/22/6/42 I think this is more a case for Dy. Secy I/R to deal with at any rate he may see.

23/6

Dy. Secy I/R.

Referring to points at ⅈ & 3 on page 63 ante it will be ...

that Mr Inglis' opinion in regard to the causeway was given before he knew of the bar at the entrance to the creek. If Mr Inglis advises that the silting would be reduced by changing the Skew spans Plans can be prepared by this Dept. Till such a definite hope is held out the causeway need not be reconstructed.

9/25/6/42

I can't find Mr Inglis' report in these papers. I presume he has sent it direct to you for his views & I should like to see them

9/26/6.

9/24/6

C.B.) P.W.D.

Resubmitted.

2. Mr. Inglis' report has been obtained from the R.D. and is put up below. From the second para. on p.2 of the report, it will be seen that the replacement of the Skew openings by normal openings will effect a little improvement except in

R.D. 2171/38

in proximity to the Custom House wall. Mr. Inglis adds that the general silting of the Creek has in fact, only been slightly accelerated by the Causeway, and has been mainly due to a slow deterioration. In his opinion, to get rid of the existing silt in the bed, there is only one remedy, Viz: removal.

Thos' D.E.

27/6/42

27/6/42

29/6

I should like Mr. Ingis to see this again "H."

The mistake in design seems to have been that the openings at one end only being shown.

It appears to me that if the new openings are widened as suggested the silt from will only move down a block approach in Custom House wall.

Would it not be well to make all openings to merge with floor as possible & get rid of

Has one or at the most
attached Civil Engineers' views
and opinion?

K 29/6

8/29/6

W.O.T. to the Dir., C.I.D. & H.R. Station,
Poona D 30-6-42.

× With file 4793/36
and report.

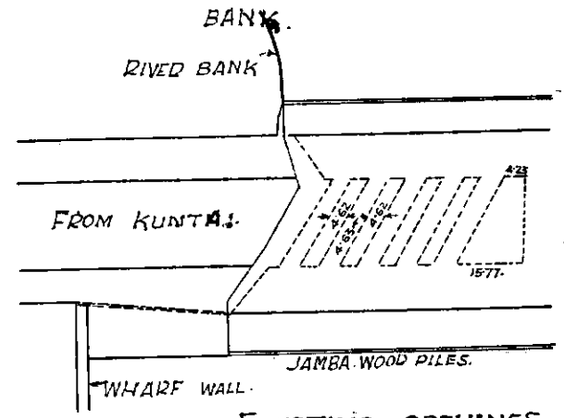
P.W.D.

not worth spending any
on this scheme unless
full out in full.
object in replacing the three
by 4 relief openings of 15 ft)
increase flow along the
near the station from
the rubble & silt u/s of
(see photo 5 of my Report)
& the proposed deep
provided, these openings
added too ineffective.
this is the slow deterio-

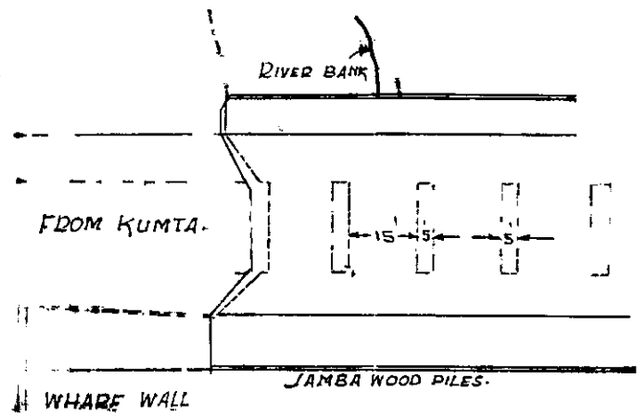
Dir. C.I.D. H.R.
2/7/42

Rec'd & by

THE OPENINGS IN THE DESIGN OF 4, 15 FT. SPANS WOULD EXTEND 34 FT. FURTHER TOWARDS THE RIGHT (CUSTOM HOUSE)



EXISTING OPENINGS.



PROPOSED OPENINGS.

C8170 4714

PUBLIC WORKS DEPARTMENT
File No. R.D.-217/39
- 7. JUL. 1942
Serial No.

CB
7-7-42

351—13,000—6-39—R3 Std. Sectt. 23 e.

Revenue DEPARTMENT:

Unofficial Reference No. 2171/39-G dated 8th June 1942.

Subject—

Jetty
Kuanta Head Bundar Road.
Construction of

The attention of the Public Works Department is requested to the unofficial reference from this Department noted in the margin, the early return of which with a reply will be convenient.

for Assistant Secretary to Government.

Unofficial reference to the Public Works Department No. 2171-G/39, dated 10 June 19.

R.D. 2171/

P. W. D.

(C.B.)

Submitted with ref. to the Secy note dated the 29-6-42.

2. Mr. Inglis has not given any opi on the Secy.'s suggestion to make all openings skew so as to interfere with flow of the creek as little as possibl and get the silt bank removed to the opposite side. He considers that the placement of the skew openings on the Kumta side by slab openings would be in-effective unless the rubbish and silt upstream of these openings were also removed and the proposed deep channel provided.

3. Owing to the slow deterioration of the creek and the existence of a very dangerous bar, Mr. Inglis is of the opinion that it would be wise to select an alternative port which would present fewer difficulties. These papers may now be returned u.o. to the R.D. with such remarks as the D.S.(I.& R.) and the Secy. may have to offer on Mr. Inglis' report.

JP.
6/7

16/7/42

Thro: D.E.

17/7/42

It is clear that anything done to the causeway, without undertaking a comprehensive scheme to improve the conditions in the creek as a whole, may be a waste of money. The R.D. may bring this aspect of the case to the notice of the Salt Dept.

17/7

Yes. There seems to be no use in taking any action re the causeway at present.

17/7

Revenue Department
File No.
23. JUL. 1942
Serial No.

8/7/42

With file 4793/36 & report.

U.O. to the R.D.

Revenue Department.

Sp69.

Submitted with ref. to the office note dated 8th June 1942.

2. The Collr. of Salt Revenue considers that the faulty design of the cause-way across the Kumta creek interfers with the natural flow of the creek. He therefore suggests that the badly designed causeway should be reconstructed and until this is done no further steps for the development of the port can be undertaken. In para. 2 of this office note p 69 ante dated 8th June 1942 the P.W.D. was asked to offer their remarks on the Collr's proposal for reconstruction of the causeway. That Deptt p 76 ante has consulted Mr. Inglis in the matter. He considers that the replacement of the skew openings on the Kumta side by slab openings would be ineffective unless the rubbish and slit upstream of these openings were also removed and the proposed deep channel provided. Owing to the slow deterioration of the creek and the existence of a very dangerous bar, Mr. Inglis is of the opinion that it would be wise to select an alterative port which would present few difficulties. The D.S., P.W.D. p 79 states that anything done to the cause-way, without undertaking a comprehensive scheme to improve the conditions in the creek as a whole may be a waste of money. The Secy., P.W.D. p 79 ante agrees with him and states that there is no case in taking for any action in the causeway at present. In view of the Secy., P.W.D's note the question of reconstructing the causeway may be dropped for the present. The only alterative way of improving the port seems to be by removing the silt in creek. The Dir. of Agre. has been page 71 ante asked to investigate the possibilities of the use of the sand in this creek by agriculturist for fertilising their lands and report the result to Govt. The Director's report is still awaited. The matter will be considered further on receipt of the Director's report regarding

fertilising

fertilising value of the silt deposit

8.42

Aug 3 42

U.S.

~~Secy.~~

Reply awaited 10.8

SA. 1/8

Letter

To
The Secretary to Government,
Revenue Department,
Bombay

REVENUE DEPARTMENT
2171/39
20 AUG. 1942
Serial No. G 19970

Subject:- Ports and Harbours
Improvement to landing facilities at Kumta, District Kanara.

No. 1000/19108 of 1942 Poona, 18th August 1942

Reference Government Memo.No.2171-G/39 dated 8th June 1942 and subsequent reminder of even number dated 12th August 1942. The matter is under consideration. On receipt of complete infor-mation a reply will be sent to Government.

For Director of Agriculture.

gvm 18/8

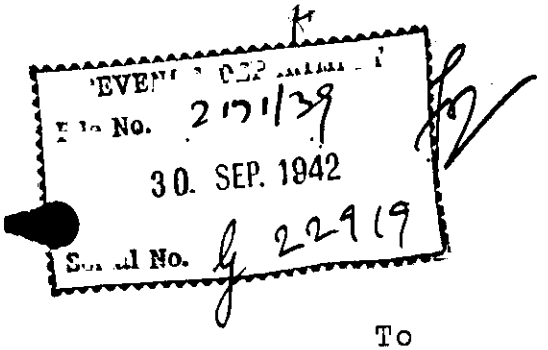
Rem. Deptt.

The receipt of a further Communication from the Dir. of Agrl. may be awaited.

21-8-42
C.A.C.

19.8.42

85



LETTER

Subject:-Ports and Harbours:
Improvements to landing facilities at Kumta, District:Kanara.

To

The Secretary to Government,
Revenue Department, Bombay.

No.1000/22613 of 1942. Poona, 29 September 1942.

Reference:Government Memorandum No.2171-G/39 dated 22nd September 1942. I am awaiting information from the Divisional Superintendent of Agriculture, Konkan, Ratnagiri, who has been expedited in the matter. A reply will be sent to Government on receipt of complete information from that officer.

PSB.29/9.

Asstt.Director of Agriculture

G. R., R. D., No. 1339/24, dated 14-7-24.]

TELEGRAPHIC ADDRESS
"BOMAGRI"

REV
No. 2171/39
30. NOV. 1942
Sec 1 No. G 27954

No. 1000/26877 OF 1942.

FROM

W.J.Jenkins,Esqr.,M.A.,B.Sc.,C.I.E.,I.A.S.,
DIRECTOR OF AGRICULTURE.
BOMBAY PROVINCE.
POONA.

TO

The Secretary to Government, Revenue Department,

B o m b a y

POONA. DATED 28 November 1942.

SUBJECT:— Ports and Harbours.
Improvements to landing facilities at Kumta, district Kanara.

SIR

*Reference Government Memorandum, Revenue Department, No. 2171-G/39, dated 8th June, 1942. The Agricultural Officer in charge Kumta Farm was instructed to collect samples of the sand from the site below the causeway and to send them to the Agricultural Chemist to Government, B.P.,Poona, for analysis with regard to plant food constituents. Four samples were sent to the Agricultural Chemist to Government who has analysed these samples and furnished the following report :-

On every dry fine matter.	Sand near the cause -way 5 feet to- wards west. Sample No. I %	Sand below the cause -way Sample No. II %	Sand 50 feet from the causeway towards west Sample No. III %	Sand 100 feet from the causeway toward east. Sample No. IV. %
Stones	22.4	38.8	6.0	2.8
Nitrogen	0.123	0.079	0.054	0.026
Carbon	2.29	1.24	0.97	0.40
Phospheric Acid(P205)	0.16	0.14	0.13	0.06
Potash (K 20)	0.57	0.43	0.25	0.21
Sodium Chloride	0.22	0.16	0.13	0.16
Total Soluable Solids.	0.25	0.44	0.17	0.34

The sample of sand near the causeway contains the greatest amount of Phospheric Acid and Potash. It also contains the greatest amount of Sodium Chloride but the amount is not sufficiently large to be harm-ful to most crops. The sample below the causeway is the next best on the whole. The other two samples, though they contain less Sodium Chloride,are poor in fertilising ingredients.

It will be noted that the sand near and below the causeway (Sample I and Sample II) contains plant food constituents and could be used for manurial purposes and steps are being taken to try out this material on suitable crops in the vicinity of Kumpta.

Ad.

Director of Agriculture.

DNS/27.11.

Rev. Deptt. Dp 71-72 and c

Submitted with ref. to Govt. Memo, No. 2171-G/39, dated 8th June 1942 and the office note dated 1-8-42.

2. The Div. of Agrl's report shows that the sand near the Causeway at Kumta Contains the greatest amount of Phosphoric Acid, Potash and Sodium chloride. The amount of Sodium Chloride is not sufficiently large to be harmful to most crops. The sand below the causeway is the next best. The other two ingredients samples are poor in fertilising ingredients. The Div. states that as the sand near and below the causeway contains plant food Constituents it can be used for manurial purposes. The Div. further states that steps are being taken to try out this material on suitable crops in the vicinity of Kumta. No further action can be taken on these papers unless the result of the experiment undertaken by the Div. is known. He may be requested to report to Govt. the result of the experiment as soon as possible. The accompanying letter may issue.

17.12.42.

18.12.42 G.S.

Letter.

89

To,
The Director of Agrl.

No. 2171 - G/38. Bombay, 21st Dec. 1942.

Ref. your letter, No. 1000/26877, dated 28th Nov. 1942. Please report to Govt. as soon as possible, the result of the experiment referred to in the concluding sentence of your letter

By order of the Govr. of Bombay,

Under Secy. to Govt.

17.12.42.

ISSUED
Date 22/12

71

Post Box No. 45
TELEGRAPHIC ADDRESS:
"BOMAGRI"

No. 1000/30123 OF 19 43

FROM W.J.Jenkins Esqr.,M.A.,B.Sc.,C.I.E.,I.A.S.,
DIRECTOR OF AGRICULTURE.
BOMBAY PROVINCE.
POONA:

REVENUE DEPARTMENT
File No. 2171/39
21. JAN. 1943
Serial No. 1868

TO The Secretary to Government,
Revenue Department,
Bombay

POONA. DATED 20 January 1943

SUBJECT:— Ports and Harbours:
Improvements to landing facilities at Kumta, district Kanara.

Reference Government letter No.2171-G/39 dated 21st December 1942. The experiment referred to in my letter No.1000/26877 dated 28th November 1942 will require a minimum period of three years to complete as the trials of the material for manurial purposes will have to be carried on over not less than three seasons in order to afford statistically significant results and to eliminate variations due to seasonal conditions as far as is necessary to enable a satisfactory conclusion to be arrived at. The results of the first year's experiments will be available about the end of March 1944 when an interim report will be sent to Government.

For Director of Agriculture.

gvm 20/1

92

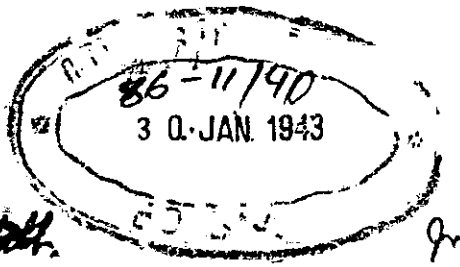
Rev. Deptt.

Submitted with ref. to Govt. letter, No 2171-G/39, dated 21st Dec. 1942.

2. The receipt of a further report regarding the results of the first year's experiments may be awaited till the end of ~~March~~ April 1944. In the meantime the Collr. of Salt- may call the papers 27.1.43. u.o. for information.

28

28.1.43. S.A.S.



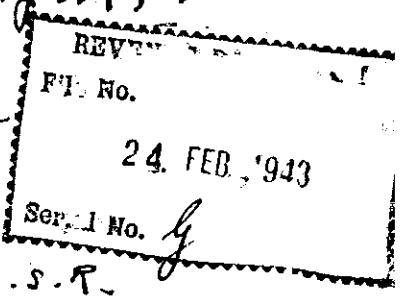
Govt. of
25.1.43

U.O.V. to the Collector of Salt- Revenue dated 29th January 1943.

Returned with thanks.

2. It appears unlikely that serious reconstruction of the plant at Kuchi can now begin before 1946. So these experiments can be carried out without injury to trade. I am asking my local officers to co-operate in them

U.O.V. No 86-11/40, dt -23-2-43. FEB 14 1943 H.E. Gillespie C.S.R.



Rev. Deptt.

Submitted with ref. to the S.A.S.'s note dated 28-1-43. ✓92 ante

2. The receipt of a further report from the Dir. of Agrl. regarding the results of the first year's experiments may be awaited till the end of April 1944.

POR
2-3-43.

S.A.S.

95

Letter

REVENUE DEPARTMENT
No. 2171/39
15. MAY 1943
Serial No. 6/2850

No. 1000/10441 of 1943

To,
The Secretary to Government,
Revenue Department, Bombay.

Poona, 14th May 1943.

Subject :- Ports and Harbours

Reference your reminder No. 2171-G/39 dated 4 th May 1943. Attention is invited to this office letter No.1000/30123 dated 20th January 1943 wherein it is mentioned that the experiments referred to in my letter No. 1000/26877 dated 28th November 1942 will require a minimum period of three years and the results of the first year's experiments will be available about the end of March 1944 when an interim report will be submitted to Government.

mrr. 14.5

For Director of Agriculture

Rec. Deffh

To await Fill 30-4-44

17-5-43 18/5/44 Suffdl

12/5/44

REVENUE DEPARTMENT
File No. 2171/39
16. MAY 1944
Serial No. 1434

Letter.

To

The Secretary to Government, Revenue Department,
Bombay.

No.1000/12901 of 1944. Poona, 15th May, 1944.

Subject:- Ports and Harbours:
Improvements to landing facilities
at Kumta, District Kanara.

Reference Government reminder No.2171/39/2850, dated 4th instant, on the subject mentioned above. First interim report on the experiments undertaken in this connection by the Agricultural Officer, Kumta Farm, is awaited. The Divisional Superintendent, Konkan Division, Ratnagiri, has been asked to expedite its submission and as soon as it is received, I will forward the same to Government with my remarks thereon.

for Director of Agriculture.

knm/15

Rev. Deptt.

To await till 15-6-44

17-5-44

For Supdt.

Letter.

To,

The Secretary to Government,
Revenue Department,
Bombay.

REVENUE DEPARTMENT
File No. 2171/39
7- JUL. 1944
Serial No. 20097

Subject : Ports and harbours.

Improvements to landing facilities at Kumta, District Kaira.

No.1000/19908 of 1944, Poona, 6 -7-1944.

Reference Government reminder No.2171-39/14341-J of 23-6-1944.

The first interim report on the experiments undertaken by the Agricultural Officer, in charge Kumpta Farm is enclosed herewith for the information of Government.

For Director of Agriculture.

A:5

Creek silt trials on different crops of the Kumta Farm .

Silt from two different places of the Kumta creek was tried on the following crops in the later half of 1943-44 with farm yard manure as "control" .

A- Creek silt pointed out by the Director of Central Irrigation and Hydrodynamic Station, Poona .

B- Creek silt near the Kumta cause-way .

C- Farm yard manure(control) .

1. Brinjal :- Two months old 30 seedlings - variety-long -purple-planted at 3½ ft. apart in 2 randomised replications were manured with 1½ lbs of silt and 1½ lbs of F.Y.M. for each on 30-12-1943 and 7-2-1944. Irrigation and weeding were - properly attended to. Observations on the yield performance of the crop have shown that "A" treatment is superior to "control" by 25% . Please vide appendix I for details.

2. Chillies :- Two months old 12 seedlings, variety long and thin, planted at 3½ ft apart were treated with 1 lb of Creek Soil and 1 lb of farm yard manure for each in 4 randomised replications on 8-2-1944. With timely irrigations and proper weedings, "A" has shown 3% superiority in vegetative - growth and 7% in yield over F.Y.M.(control). Please vide appl. II . for details .

3. Guava :- 18 months old 4 plants-variety -Lucknow-planted at 15' apart were treated with 5 lbs of creek soil and 5 lbs of F.Y.M. for each in 2 randomised replications on 5-1-1944 . Only 6 hand-waterings were given in February and March . Further waterings were stopped due to want of water. The results have shown that "A" is superior to "C" by 21% in vegetative growth .Please Vide appendix III .

4. Italian Lemon :- 18 months old 2 plants, planted at 15 ft. apart were treated with 5 lbs of creek soil and 5 lbs of - F.Y.M. for each in 2 randomised replications on 2-1-1944., and 18-2-1944. Regular irrigations at an interval of 4 days were given. Weeding was attended to observations have shown 27% increase in vegetative growth but 50% less - yield (due to initial vigour and varying yielding capacity of the plants) by "A" over "C" . Please vide appendix IV.

5. Mango stock seedlings :- 5 months old more than 100 - seedlings in two randomised replications planted at 9 " apart were treated with ½ lbs of creek soil and ½ lbs of F.Y.M. each on 10 and 11-1-1944. Waterings were given once a fortnight due to scarcity of water as a result of which some plants died before the close of the final observation. The results have indicated 70% increase in vegetative growth by "A" over "C" .Please vide appendix V .

6. Papaya :- 6 months old 6 seedlings in two randomised replications planted at 6' apart were treated with 5 lbs of of creek soil and 5 lbs of F.Y.M. for each on 1-1-1944. Irrigation was given and weeding done as required. - Unfortunately during their full vegetative growth monkeys played mischief and ate away 18 plants which were under observations. This has vitiated the definite result.Please vide appendix VI.

7. Pine-apple :- 4 months old 14 suckers planted at 3½ ft. apart were treated with 5 lbs of creek soil and 5 lbs of F.Y.M. on 31-12-1943 in two randomised replications. Irrigation was given at an interval of 10 days due to - water scarcity.Weeds were removed as soon as they - appeared . There was no marked increase in the number of leaves of the suckers. Please vide appendix VII.

3. Sugarcane :- 55 sets of 3 ~~xxxx~~ eye-buds each ,variety Co 419 - in two randomised replications planted on - 29-2-1944 were manured with 30 lbs of creek soil and 30 lbs ofF.Y.M. at the time of planting. Regular - irrigation was given. "A" treatment has given 3% more germination than "C" .The plants in general are about 2½ ft high. The plants under "A" treatment have given better impression than ~~with~~ either "B" or "C" in vegetative growth . Please vide appendix VIII .

From the above trials it is observed that the sample of creek soil pointed out by the Director of Central Irrigation and Hydrodynamic Station,Poona, not only increased vegetative growth of annual and pernnial - agricultural crops ~~tantially~~ but also give higher ... Substantially production when compared to Farm Yard Manure.

Sd/- S.R.Dhareshwar.
Agricultural Officer incharge
Kumta Farm .

VDB. 19/6.

Appendix I. Brinjal.

Average yield per replication in lbs.

Replication	Treatment A	Treatment B	Treatment C	Superiority of "A" over "C" % age
I	4-6	3-7	4-2	
II	6-14	5-8	4-14	25
Total ...	11-4	8-15	9-0	

Appendix II. Chilly.

i. Average weight of plants per replication in inches.

I	31	31	30	
II	32	32	28	
III	33	31	31	3
IV	29	29	32	
Total ...	125	123	121	

ii. Average yield per replication in tolas .

I	24	35	17	
II	27	29	35	
III	38	23	29	
IV	26	22	27	
Total ...	115	109	108	

Appendix III. Guava.

Average increase in vegetative growth per plant in inches.

I	6	9	8	
II	11	5	6	21
Total ...	17	14	14	

Appendix IV Italian Lemon .

i. Average length of vegetative shoots per replication in inches.

I.	24	21	23	
II.	28	22	18	27
Total ...	52	43	41	

ii. Total number of fruits per replication .

I.	14	13	15	
II.	3	18	16	-50
Total ...	17	31	31	

Appendix V. Mango Stock seedlings.

Average increase in vegetative growth per plant in inches

Replication	First obser.	Last obser.	Differ.	Treatment First obser.	Last obser.	Diffr. obser.	First obser.	Last obser.	Differ obser.
I.	11.6	16.2	4.6	11.6	16.2	4.6	10.6	14.0	3.4
II.	11.0	16.0	5.0	10.8	13.8	3.0	10.7	13.0	2.3
Total..	22.6	32.2	9.6	22.4	30.0	7.6	21.3	27.0	5.7

Superiority of "A" over "C" = 70 %

Appendix VI Papaya.

Total vegetative growth per replication in inches.

Replication	A.	B.	C.	Superiority of "A" over "C"
I	631 (3)	784	684 (2)	
II	579 (3)	527 (4)	519 (3)	
Total ..	1210	1311	1203	

The figures in brackets show number of plants damaged by monkeys.

Appendix VII. Pine.apple.

I	17	18	14	
II	17	18	17	9
Total ..	34	36	31	

Appendix VIII. Sugarcane.

No. of eyebuds germinated in each replication .

Replication	No. of eyebuds planted	Sprouted eyebuds	Germination % age	No of eye buds planted	Sprouted eyebuds	Germination % age	Plant, ed	Sprou. ted	Germination % age
I	165	159	96	165	150	90	155	150	90
II	165	158	96	165	155	94	165	158	96
Mean			96			92			93

Superiority of "A" over "C" = 3 %

Sd/-S.R.Dhareshwar.
Agricultural Officer incharge
Kumta Farm.

Rev. Deptt.

Attention is invited to :-

(1) Govt. memo., No.2171-G/39, dated 8th June 1942;

(2) the Dir. of Agre's letter, No.1000/26877, dated 28th Novr. 1942;

(3) the Dir. of Agre's letter, No.1000/30123, dated 20th Jany. 1943.

2. The Dir. of Agr. has forwarded the first interim report on the experiments undertaken by the Agrl. Officer in charge of the Kumta farm. The result of experiment shows that the creek soil pointed out by the Dir. of Central Irrigation and Hydrodynamic Research Station, Poona, has substantially increased vegetative growth of annual and perennial agrl. crops and gives higher production. In his letter of 20th January 1943 the Dir. has reported that a minimum period of three years would be required to complete the experiments to arrive at some definite and satisfactory conclusions. It appears that the result of two more experiments will have to be awaited before action as proposed in the last sentence of para. 2 of the Collr. of Salt Revenue's memo. dated 25th May 1942 is taken. In the meantime the Collr. of Central Excises may see the papers u.o. for information.

TLK
18-7

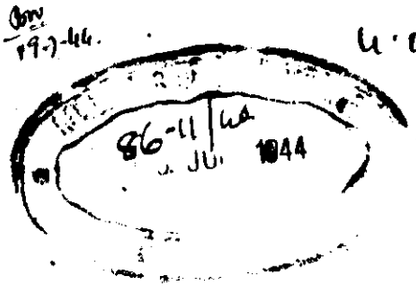
Pl put last two pages correctly
Done Sir.
18-7-44.

18.7.44.

19.7.44

A.S.

U.O.R. to the Collector of Central Excises, dated 20th July 1944.



Below U.O.R.No.2171/39 20097 G. dated the 26th July, 1944 from the Government of Bombay, Revenue Department.

.....

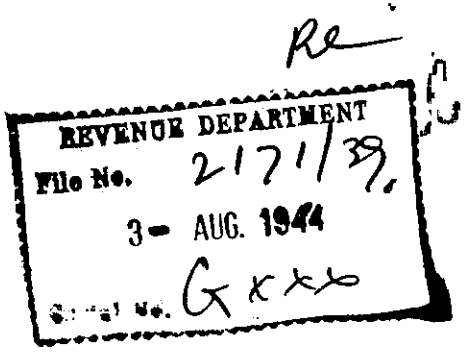
Seen and returned.

Collector of Central Excise,
Bombay.

AUG 1 1944

U.O.R.No.86-11/40 dated the 31st July, 1944.

HM/ D
31/7



R.D

Further report from the Dir of Agr.
may be availd.

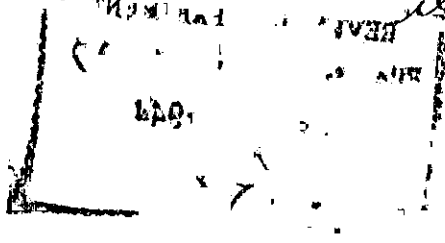
8.8.44

11824

JAS

Pl. see p. 91. This is the first
interim report. The second report
has not been received. Pl. remind for
same.

7-1-45



101 10/8 C/C

No.2171/39-20097-G.
Revenue Department.
Bombay Castle, 10 January 1945.

From

The Assistant Secretary to the Government of Bombay, Revenue Department.

To

The Director of Agriculture.

Subject :- Ports and Harbours.
Improvements to landing facilities at Kumta, district Kaira.

Sir,

With reference to your letter, No.1000/19908, dated 6th July 1944, I am directed to enquire when Government may expect to receive your report on the two more experiments yet to be carried out in this connection.

Your obedient servant,

Assistant Secretary to the Government of Bombay, Revenue Department.

F/C Fwtrup

4/11/45.

8

Issued 10/1/45

TLK
4-1

Letter.

To,

The Secretary to Government,
Reconstruction Department, Bombay.

Re Awt IV/C
DEPARTMENT
31/39
30. JAN. 1945
G 2890

No.1000/2840 of 1945. Poona, 29th January, 1945.

Subject:- Ports and Harbours.
Improvements to landing facilities at Kumta, District:-N.Kanara.

Reference Government letter No.2171/39-20097-G of 10-1-45 on the subject noted above. I enclose herewith a copy of letter No.31-R-410 of 24-1-45 from the Divisional Superintendent of Agriculture, K.D. Ratnagiri, under whose supervisional guidance the above work is being conducted, for information of Government.

For Director of Agriculture.

SG/29.1.

R.D.

To await till 20/2/45.

31/1

31/1/45

Supdt:

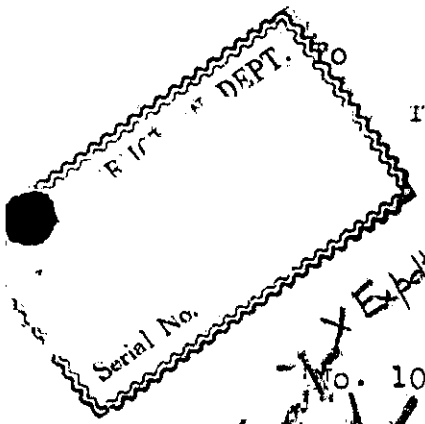
Copy of letter No.31-B/410 dated 24th January, 1945, from the Divisional Superintendent of Agriculture, K.D., Ratnagiri, to the Director of Agriculture, Poona.

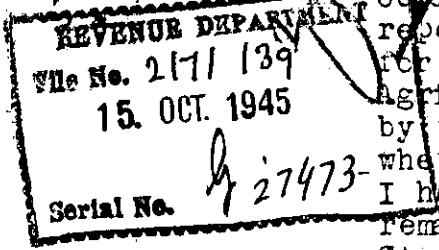
Subject:- Ports and Harbours.
Improvements to landing facilities at Kumta, District:-N.Kanara.

Reference your endorsement No.1000/1262 dated 18th instant on the above subject.

2. The results of the above experiments conducted on the Kumta Farm for the year 1944-45 are still awaited from the Agricultural Officer in charge Kumta Farm. The results will be communicated to you as soon as they are received in this office from the Agricultural Officer in charge Kumta Farm who has been instructed to furnish the same to this office as soon as the crop concerned are harvested.

Letter





The Secretary to Government,
Reconstruction Department, Bombay.

Subject:- Ports and Harbours.
Improvements to landing ~~facilities~~ facilities to Kumta (District North Kanara).

No. 1000/31050 of 1945. Poona, 13th October 1945.

Sir,

I have the honour to refer to Government Memorandum No. 2171/39-G of 4th October 1945 on the subject noted above. The second (final) report of the creek soil trials carried out on the Kumta Farm for the year 1944-45 received from the Deputy Director of Agriculture, Konkan Division, Ratnagiri, is being examined by the Departmental Statistician with a view to find out whether the results obtained are statistically significant. I hope to submit the report to Government shortly with my remarks thereon based on the observations of the Departmental Statistician made thereon.

I have the honour to be,
Sir,
Your most obedient servant,
RD/Reg
For Director of Agriculture.

akk. 12.10.

[P.T.O.

Revenue Department.

To await till 20/11/45.

Cag
18/10/45.

Supdt:

18/10

Letter

To

The Secretary to Government,
Reconstruction Department, Bombay.

Subject:- Ports and Harbours.
Improvements to landing facilities to Kumta (District North Kanara).

DEPT. 20 JAN 1946 A 1805

No. 1000/39223 of 1946. Poona, 25th January 1946.

In continuation of this office letter No. 1000/31050 dated 13th October 1945 and reminder No. 2171-G/39 dated 19th December 1945 from Government, I enclose herewith a copy of report on the creek soil trials carried out on the Kumta Farm during the year 1944-45 for the information of Government. In view of the last paragraph of the report I am instructing the Deputy Director of Agriculture, Konkan Division, Ratnagiri, to take action in consultation with the Agricultural Chemist to Government, Bombay Province, Poona, and the Horticulturist to Government, Bombay Province, Poona, in formulating a revised scheme for a period of five years with estimates of costs and to submit the same to me for my consideration. In the case of Brinjals and Chillies the experiments will be continued for one more year.

R O Nerge
For Director of Agriculture.

akk. 23.1.

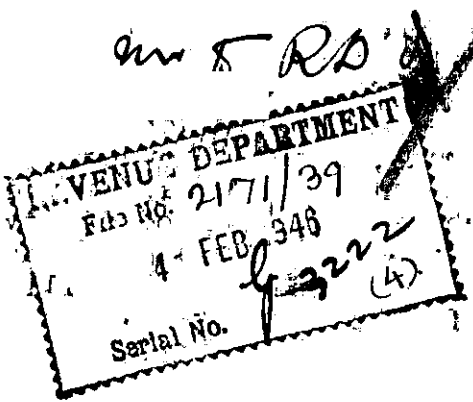
Reconstruction Deptt.

The subject matter of this communication pertains to the Rev. Deptt. It may therefore be transferred over to that Deptt for disposal after taking note in the diary.

1/2/46

S.A.S.

2.2.46



Mukerji 1/2

Needful done
1/2
2/2/46
Parkash
Pl. transfer
to RD

2/2/46

28.1.46
Talk regarding the above noted matter
Diary 1/2/46

Final Report on Creek Silt manuring trials on different Crops ending 1st July 1945.

The year under report is the second year of the trials. The first report for the year 1943-44 has been submitted under this office No. 39/71 dated 26th May 1945. The trials were carried out with 3 treatments e.g., (A) Creek Silt Block, (B) Creek Silt Light and (C) Farm Yard Manure "control" on 4 crops mentioned below as per working scheme submitted under this office No. 39/1300 dated 14th July 1944 and approved under your endorsement No. 31-B/3845 dated 19th July 1944. The observations made and the results noted as given below:-

(1) Brinjal:- The seedlings were planted on 21st November 1944. The plants were healthy and vegetative growth was progressive in the early stages of the crop. The plants were attacked by a very severe "Sclerotia" fungus disease from 30th December 1944 and the whole crop died out by 28th January 1945. The specimens of the affected plants were sent to the Plant Pathologist to Government, Bombay Province, Poona, and were reported to have suffered from the said fungus. The results have been ~~therefore~~ vitiated.

(2) Chillies:- The seedlings were planted on 1st December 1944. The crop was healthy but the growth was stunted in the early stages in all the 3 treatments till the first week of January 1945. However the plants began to grow better later on and the crop remained in the field till second fortnight of March 1945. The yield performance is not statistically significant and there has been accordingly no difference between the treatments.

(3) Cocoanut:- 13 years old plants were selected for trial. The trees under all the 3 treatments above thrived well. The analysis of Variance calculated from the yield performances does not show any significant results of the treatments.

The cocoanut is a permanent plant crop and as such the trial may be required to be carried out for at least five years continuously to arrive at definite results.

(4) Guava:- The plants selected for the trial are all of the same age being of the same year plantation (1942). The plants were quite healthy in all the treatments and showed satisfactory vegetative growth. The plants being still young have not yet begun to bear. The quantitative data on vegetative growth are not significant. In this area also it would be necessary to arrive at definite conclusions to make observations for different treatments at least continuously for 5 years.

(5) Italian Lemon:- The plants selected for the trial were all of the same age of the same year plantation (1942). The plants are young and still growing. The bearing has just started but not with all the plants. Out of a total of 18 plants under trial, only 8 plants have begun to bear. The yield performance is not therefore complete.

(6) Mango stock seedlings:- Mango seedlings planted in the seed bed in the same season (1944 kharif season) for further plotting were taken for the trial. The stock seedlings treated with the Creek silt fared much better those treated with Farm Yard Manure (Control). Howeve the analysis of variance does not show any significant results with the treatments in the trial.

Banana..

(7) Banana. - (Basrai Variety) - The plants were all of the same age being of the same year plantation (1944). The growth of the plants under trial were all stunted as compared with general crop in the plantation. The plants under trial have not begun to bear. As may be observed from and results due to treatment are not significant as found from the analysis of variance. The trial with the banana may be altogether dropped as there is seen marked stunted growth and darkening and curling of leaves with the creek silt treated plants.

(8) Pine-apple. - (1943 plantation) - The crop was quite healthy and normal in all the treatments under trial The yield performances were also quite normal. The analy -sis of variance shows non-significance of results with the treatments.

(9) Tungoil:- The Tung plants do not seem to be thriving well under Kumta Farm conditions. The plants have not come to bear even after 5 - 6 years of planting. Hence the vegetative growth (height) of all the plants under trial was observed. The means of differences in height between first and final observations of all the replications in each treatment show increment in height. The results due to treatments are not however significant.

Although there has been no significance, the results do show that in the case of the majority of the crops the silt is as good as Farm Yard Manure. It would be however necessary to carry to carry out the trials for at least five years in the case of fruit crops in order to get a conclusive data on this line. Also doses of application of creek silts as given now to these nine crops are small in my opinion and higher doses of application may be tried in consultation with the Agricultural Chemist to Governmem Bombay Province, Poona, and Horticulturist to Government, Bombay Province, Poona.

Sd/- V. M. Bhagwat,
Agricultural Officer In Charge
Kumta Farm.

akk. 23.1.

Revenue Department.

Further communication from the Director of Agriculture may be awaited till 1/8/46.

$\frac{1/3}{6/2}$
7

Supdt:
~~S.A.G. (Ab. Ab.)~~

Cas.
7/2/46.

Revenue Department.

Further communication from the Director of Agriculture may be awaited till 1/8/46.

Supdt: Cas. 7/7/46.

~~D.A.S. (Hdqrs.)~~

4793/36
16662

P.W.D.

(C.B.) Submitted.

2. The question regarding improvements in the design of the causeway on the Kumta-Honawar Road refd. to in the Collector of Central Excise's letter overleaf was considered in the past and the opinion of this Deptt. was that anything done to the causeway, without undertaking a comprehensive scheme to improve the conditions in the creek as a whole, would be a waste of money. The R.D. was accordingly requested to bring this aspect of the case to the notice of the Salt Deptt. vide pl. copies of the notes at pages 35-39 ante. That Deptt. may be requested u.o. to state what action has been taken in the matter.

P. 37 ante

Thro. P.W.R.B.

3-5-46

3. With reference to para 3 endgt. papers may be referred u.o. to the C.E. & P.W.R. after they are received back from the R.D. vide para 2 above.

3-5-46

Wrote R.D. dated 6-5-46.

REVENUE DEPARTMENT
Filed
6 MAY 1946
Serial No. 4

F. W. D.
4793/36
Ser. No. 16662

CB
2/5

CB
2/5

No: P/27-19/4

Bombay, the 30th April, 1946.

From:- H.McClenaghan, CIE., ICS., Collector of Central Excise, Bombay.

To:- The Chief Engineer and Secretary to the Government of Bombay, Public Works Department, Secretariat, Bombay.

Sub:- Kumta - Causeway on the Kumta-Honawar Road - improvement in the design of -

As a result of the agitation carried on over a number of years, by the public of Kumta for the improvement of landing facilities at various places along the coast line, the Government of Bombay appointed a Committee which was designated as the "Bombay Minor Ports Committee", vide the G.R.P.D.No. 6540/33 dated the 9th December, 1937. Among the various matters which the Committee considered, they examined the question during the course of their visit to Kumta, on the 6th February, 1938. The Committee found that the siltation of the Kumta port was due to the faulty design of the causeway on the Kumta-Honawar road which runs close to the north side of the Kumta Customs House. The Executive Engineer, Kanara Division, who was a member of this Committee in respect of his own Division, concurred with this view. On a representation made by the President of the Kumta Municipality, in October, 1939, for affording better landing facilities at Kumta, I had this question further examined, and suggested to Government, that even if the design of the causeway proved to be faulty before coming to any definite conclusion on improving the landing facilities at Kumta, the behaviour of the Kumta creek should be examined over a period with the advice of the Director, Indian Waterways Experimental Station, Poona. The then Director, Sir Claude Ingles, who inspected this port on the 8th January, 1942, criticised the design of the cause-way across the Kumta creek. He pointed out that the plan for the skew openings was unsound. He drew attention to the region of dead water down stream of the causeway between the normal openings and the skew openings. This in his opinion, caused a shoal to form downstream. He pointed out that conditions on the wharf can be improved considerably by replacing the skew openings and a part of the right approach by four slab openings with spans of fifteen feet. He observed that the general setting of the creek has in fact, only been accelerated, by the causeway and has been mainly due to slow deterioration.

2. The Revenue Department referred this question unofficially to the Public Works Department in July, 1940. The Public Works Department proposed to obtain a full report on the situation the possible steps necessary for remedying the defects and the approximate cost of these measures vide please paragraphs 8 of the Public Works Department unofficial reference No. R.D.2771/39-G to the Revenue Department. I will be glad to know whether this report has since been obtained and if so, how the matter stands as regards the question of the remodelling of the causeway.

3. I also understand that there is a proposal in the Post War Reconstruction programme of the Bombay Government, to by-pass the town of Kumta and to construct a high level bridge further up the creek. If this is correct, I will also be glad to know how this matter stands, as with steamers calling at Kumta again the improvement of landing facilities is a matter of urgency.

29 April 1946

for Collector of Central Excise, Bombay.

HM/17-4.
NS/26-4.

Revenue Department

The P.W.D. has referred these papers to this Department to elicit the point as to whether the Collr of Central Excise was informed that any improvement done to the causeway on the Kumta - Honawar Road, without undertaking a comprehensive scheme to improve the conditions in the creek as a whole, would be a waste of money.

2. In this connection, please refer to this Deptt. Office note dated 1/8/42 at pages 81-82 of R.D. file No. 2171/39 put up. It was stated therein that the question of reconstructing the causeway should be dropped for the present, and that the only alternative way of improving the port seemed to be by removing the silt in the creek. The Dir. of Agriculture was accordingly asked to investigate the possibilities of the use of the 'sand' in this creek by agriculturists for fertilising their lands & report the result to Government. The Director's report is still awaited. No reference was made to the Collr. of C.E.

3. In the circumstances, the P.W.D. may probably be shown the R.D.

office note dated 1/8/42 and subsequent communications from the Dir. of Agriculture. P.W.D. is requested to return R.D. file No. 2171/39 (P81-82) as soon as done with.

J. A-5.

with R.D. file No. 2174/39

w.o.R. to P.W.D. dt 7/6/46.

P. W. D.
File No. 4793/36
Serial No. 21948

8-6-46

12

4793/36
21948

P.W.D.

(C.B.) Submitted with reference to para.2 of this office note dated the 2-5-46.

2. It will be seen from the R.D.note within that the question of reconstructing the causeway on the Kumta-Honawar Road referred to in the Collr.of Central Excise's letter dated the 30-4-46 has been dropped and the general question of impts.to landing facilities at Kumta is under consideration in that Deptt. The Collr.of Central Excise's letter may accordingly be transferred to that Deptt.for giving him a suitable reply in the matter, after u.o.r. Tha Deptt.may also be requested to retain its file No.2171/39.

FRJ
10-6-46

Dy. P.W.R.B.

3. Before transferring the letter in question.

[illegible] copies of the letter and notice
[illegible] will be kept in this Dept.
for making a reference to the
C.S. P.W.R. as proposed in para 3
of H.C. O.N. dated the 3.5.'46.

15.6.46

17-6-46

No R. to the R.D. dated 18-6-46
(with file R.D. 2179/39)

REVERN
File N
18 JUN 1946
Serial G

Miss B
R.D. file no 19/6.
2171/39

Revenue Department.

The proposed transfer may be accepted.

21.6.46

J.A.S.

U.O.R. 6 P.W.D 222/6/46.

No.4793/36-C.

Public Works Department,
Bombay Castle, 29/6 June 1946.

Transferred to the Reveune Department accordingly.

By order of the Governor of Bombay,

Assistant Secretary to the Government of Bombay,
Public Works Department.

REVENUE DEPARTMENT
File No. 217/39
1 JUL 1946
Serial No. G 20913

DDD.
27/6/46.

P. W. D.
File No. 4793/36
Serial No. 24212
Cos 24-6 '15

Nov 13
3/7

Revenue Department.

Submitted with ref. to o.n. dated 5.6.46 on pages 127-128 ante.

2. The draft G.L. overleaf on the lines of para.2 of the office note of 5.6.46 is put up to the Collr. of C.E. , with ref. to his letter of 30.4.46. p. 125 ante

12.7.46

D.S.

H.M.(R.D.).

* will receive after issue of letter

Ex[illegible]

Letter 131

To

The Collr.of Central Excise.

No.2171/39-G. Bombay, 20th July 1946.

Ref. your letter, No.P 125 and. 27-19/46, dated 30th April 1946, regarding improvements in the design of the Kumta Causeway on the Kumta-Honawar Road. It was decided, as far back as 1942, to drop the question of reconstructing the causeway for the time being. As it was considered that the only alternative way of improving the port was by removing the silt in the creek, the Dir.of Agre. was ~~accordingly~~ asked to investigate the possibilities of the use of the sand in this creek by agriculturists for fertilizing their lands, and to report the result to Govt. The Dir's. report is still awaited, and a further communication in the matter will be made to you on receipt of a final report from him.

By order of the Govr.of Bombay,

Deputy Secy.to Govt.

ISSUED

Copies to -

the Dir.of Agre.(with ref.to the correspondence ending with his letter, No.1000/39223, dated 25.1.46.), p 117 and

the P.W.D.

ISSUED

MPS.

· Letter

To,

The Director of Agriculture,

No. 2171/39-G, Bombay, 26th July 1946.

Reference correspondence ending with your letter No. 1000/39223 dated 25/1/46, p.117 ante regarding improvements to landing facilities to Kumta. Please report to Government the approximate date by which the results of the experiments carried out in this connection will be submitted to Govt.

By order of the Governor of Bombay,

J A S.

Assistant Secretary to Government.

25..

ISSUED
27.7.46

Govt. Cir. F. D., No. 5434, dated 4-9-19.]

Gen. 156 c.

EXPRESS LETTER

[N.B.—This is an ORIGINAL MESSAGE, sent by post to save telegraphic expense and undue use of the wires, but intended to be treated, on receipt, with the same expedition as if it had been telegraphed. To save time and formalities it is worded and signed as if it had been so despatched.

From

To The Director of Agriculture.

No. 2171/39-G. Dated 3rd October 1946.

~~With reference to your letter/telegram No.~~ dated :—

correspondence resting with

*135 Reference Govt. letter No. 2171/39-G, dated 26th July 1946, regarding improvements to landing facilities to Kumta. Please state when Govt. should expect your report in the matter.

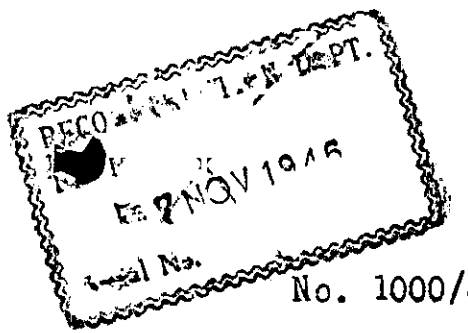
3/10/46

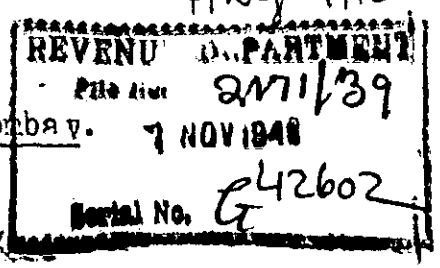
Asstt. Secy. to Govt., R.D. & 39.

Letter.

40 to R.D. 22/10
Aug. 4/10

To





The Secretary to Government.
Reconstruction Department. Bombay.

Subject:- Ports and Harbours.
Improvements to landing facilities to Kumta (District North Kanara).

No. 1000/496 of 1946. Poona, 4th November 1946.

× p.135 ante

⊕ p.137 ante.

Reference correspondence ending with Government endorsement No.× 2171/39-G dated 26th July 1946 and subsequent⊕ reminder dated 3rd October 1946. I enclose herewith a copy of report as submitted by the Agricultural Officer, In charge Kumta farm, on the results achieved in respect of creek silt manuring to various crops on the Kumta Farm for the information of Government. The following is the summery of results drawn up in this connection :-

∂ p. 141-157 post

Excepting the crops of coconut and mango, creek silt has not given any indication of its usefulness as menure to the various crops under trial . The trials on coconut and mango are not encouraging as the results have been found to be statistically insignificant . On the whole, the trials have served no useful purpose.

Director of Agriculture.

MMP/4.11.

(P.T.O.

Letter

No. 39/563 of 1946

Kumbalgama 5-9-1946

The Deputy Director of Agriculture, K.D. Ratnagiri

Sub:- Third report on Creek Silt trials on Kumbalgama
for the year 1945-46 ending 31st July 1946

Ref- your endorsement no 5133 dated 15th August 1946
and letter no. 31-B/5436 dated 29th August 1946

The year under report is the 3rd year of the trials. The trials were carried out with 3 treatments eg (1) creek silt Block (2) Creek silt "Light" and (3) Farm yard manure 'control' on the following 8 crops eg (1) cocoanut, (2) Sugarcane (3) Pineapple (4) Guava (5) Sitaken Lemon (6) mango stock plants (7) Chillies (8) Bengal. The crops Tung oil and Banana were not taken up for trials as the former is not found thriving well and successful under the Soil and climatic conditions of this coastal tract where the farm is situated and the latter found not responding satisfactorily during 1944-45, tried with creek silt manuring - The reason being that Banana does not tolerate the presence of Sodium chloride available in the creek silt eg. creek silt Block 0.22% and creek silt light 0.16%. Mach on oven dry fine matter. The trial with the creek silt manuring on Banana was a total failure in the year 1944-45. The creek silt manured plants were too much stunted in growth and bearing of fruit bunches was not satisfactory with only very few dwarf and weak fruits borne on the fruit bunches.

DEPARTMENT OF AGRICULTURE
6317
10/9/46

The following are the observations made with regard to the trial on different crops :-

1) Cocoanut - The trial was carried out in 4 randomised replications. Even though the means of treatments show superiority of creek silt over Farm yard manure the analysis of Variance calculated from the yield

performance does not show any significant result. However it may be remarked from the general observations made with the crop that creek silt manuring is not harmful to cocoanut and can be recommended as salt contents in the creek silt are definately useful to cocoanut This can be confirmed by better returns and early bearing of cocoanut on the coastal tracts than in the interior on account of higher contents of salt i.e. Sodium chloride near the coast

(Please vide appendix I)

Sugarcane :- No trend was taken up more or less on a similar trend basis with only 2 replications. It is found that creek silt manuring is not helpful - perhaps on account of salt contents in the creek silts to this crop. There is decrease in yield by 44% and 23% with creek silt A and B. respectively over the farm yard manure (check) The general observations on different treatments with the crop show less tillering and thinner and smaller canes with creek silt treatments than with F y M. Observations with the four on the current year crop also has confirmed this. However it is thought that the creek silt manuring on sugarcane is not useful.

Please vide appendix II

(3) Pineapple :- Results of yield performance of 1st crop have been reported last year. This is the 2nd crop during the year under report (i.e. the plantation is continued) and as the fruits are not yet harvested results of yield performance are still awaited. There is no marked difference in the growth under different treatments but for normal and healthy growth in all treatments. The general observations made so far show that creek silt is as good as F y m if not superior to F y M

4) Guava :- Now in the 4th year of the plantation. The plants are not bearing so far except for good and normal growth and hence the yield performance is not yet available. Observations more or less of a feeler type made with the measurements of girth (vegetative growth) with the plants under different treatments show decrease in girth by 8% and 13% with creek silt A and B respectively over Farm yard manure. (check)

(Please vide appendix III)

5) Italian lemon :- The trial was continued on the same plantation (i.e. last year's) with only 2 replications as already laid out. The results of yield performance show decrease in yield by 24.1% and 31.0% with creek silt A and B over FYM 'control'.

Here the growth of plants are not quite normal.

But from the general observations on different treatments, it is found that manuring with creek silt on this crop is not useful as growth of the plants treated with creek silt is mostly stunted compared with those treated with farm yard manure - this is perhaps due to the intolerance of the plants to the contents of salts in the creek silts

(Please vide appendix IV)

6) Mango stock seedlings :- The trial was carried out in 4 randomised replications. The results are not statistically significant for different treatments. However it is found from the means of the treatments that creek silts are not in any way inferior to farm yard manure as not found

superior to it. General observation of the growth of the stock seedlings indicate that creek silt manuring to mango is not harmful.

(Please vide Appendix V)

7) Chilli :- This was tried in 10 replications. The results of yield performance for different treatments are not statistically significant. Also it is found from the general observations of growth and yield performance, that there was less branching or tillering and stunted growth with creek silt treatment than with F.Y.M treatment. Creek silt therefore not useful for manuring to the crop.

(Please vide appendix VI)

8) Potential :- The trial was taken up in 10 replications. The results from the yield performance of different treatments are not statistically significant. Also it is found as in case of chilli, there was less branching or tillering and stunted growth with creek silt treatments than with F.Y.M treatments and hence creek silt is not useful for manuring to the crop.

(Please vide appendix VII)

To summarise the results of the trials from the general observations made above, and non-significance of results, it may be stated that creek silt is not found suitable and useful for manuring to sugarcane and fruit and vegetable crops except to cocoanut, and mango and to some extent pineapple on account of its contents of salts i.e. sodium chloride.

The results may be confirmed for a year more during the current year and results given out and the trials discontinued

The land will be conserved during the current year on the following crops - eg.
(1) coconut (2) sugarcane (3) Perennial like grass
(4) mango stock seedlings, (5) chilli (7) orange and
(8) Cashewnut.

Agric. Officer.

[illegible]

[illegible] A: [illegible] "black"

B: [illegible] "right"

[illegible] "[illegible]"

[illegible]

[illegible] number of [illegible] harvested

[illegible]	[illegible]	26	21	168	42
[illegible]	[illegible]	21	55	159	34
[illegible]	21	25	22	117	27
[illegible]	[illegible]	72	78	444	

[illegible] (444) / 12 = 19736 / 12 = 16428

[illegible]

[illegible] [illegible]

[illegible]

[illegible] (7194 / 4 = 1798.5) − 1428

[illegible]

[illegible] 5436 / 3 = [illegible]

21312.6 − 6420

[illegible]

Analysis of Variance

	DF	S S	M S	Actual $\frac{V_1}{V_2}$	Theoretical $\frac{V_1}{V_2}$	
Blocks	3	5584.6	1781.5	14.1	4.76	Significant
Treatment	2	520.7	185.2	1.4	5.14	not significant
Error	6	754.9	130.8			
Total	11	6560.2				

[redacted]
[redacted]

App. no. I

Comparison

Treatments - A. Black Soil Rich
B Black Soil Light
C Red Soil Control

Replications 3-6

Table showing [illegible]

					% of increase or decrease over control
A	11 5	16 5	28	14 0	+ 49.2
B	16 5	2	41 5	20 7	+ 23.0
C	2		54	27 0	
	5 3	7	123		

Andh. College,
Dy. Govt. Farm, Hunsa

Crop - Cyanea

Treatments - a [illegible]
b [illegible]
c [illegible]

Replications - 4

Difference in ends of girth of 1st & final observations.

	1	2	3	4	Total	Mean	Increase or decrease %
A	[illegible]	[illegible]	12 7	14 6	[illegible] 8	13 4	8%
B	12 5	15 5	[illegible] 7	[illegible]	[illegible]	[illegible] 6	13%
C	14 7	15 5	12 9	13 9	[illegible] 0	[illegible]	
	43 1	39 8	39 2	39 3			

[illegible]
[illegible],
[illegible]

Appendix IV

Crop Khaleem Kernels

Treatments - A Cow's milk Black
B Cow milk Light
C Cow M Mixed

Replications - 2

Table showing the yield of fruits in numbers.

	1	2	Total	Mean	Increase or decrease over Control
A	18	8	26	13	26.1
B	11	9	20	10	45 • 31.0
C	43	15	29	14 5	
Total	72	32	71		

Agril. Officer.
Agric. Distn. Kumta

Analysis of Variance

	DF	S.S	M.S.	Actual $\frac{V_1}{V_2}$	Theoretical $\frac{V_1}{V_2}$	
Blocks	3	39.30	13.10	1.5		
Treatment	2	2.15	1.07	0.10	1.[illegible]	not significant
Error	6	59.40	9.9			
Total	11	100.85				

Results are not significant

[illegible]

Agric. Officer.
Mt Govt. Farm. Kisumu

Sum of squares for treatment

4307·2969
4565·7049
6748·6225
15621·6243

$\frac{15621 \cdot 6243}{10}$ = 1562·16 − 1565·83 = 16·31

Sum of squares for blocks:—

1748·29 − 1565·85

= 202·44.

801·4561
327·9721
161·2900
145·6849
169·2601
312·9361
441·4624
916·2729
1179·9225
780·6436
5244·8783

$\frac{5244 \cdot 8783}{3}$ = 1748.

		S.S	M.S			
Blocks	9	202·44	22·27			
Treatment	2	16·31	8·15	1·8	3·55	Not significant
Error	18	80·86	4·5			
total	29	299·61				

Result are not significant

Asstt. Officer.

Sum of squares for blocks.

3041.36	
2450.25	
2837.96	
1011.24	
882.09	
576.76	
2143.69	
1959.16	
2304.00	
630.01	
18312.12	6104.04
3	5565.13
	538.91

Analysis of Variance

	df	S.S	m.s.	Actual $\frac{V_1}{V_2}$	Table $\frac{V_1}{V_2}$	
Blocks	9	538.91	59.88	2.6		
Treatments	2	58.84	29.42	1.26	3.55	not significant
Error	18	419.80	23.3			
	29	1017.55				

Results are not significant

Agril. Officer.
Up Cent. Exptl. Farm

Appendix VII

151

Crop. Principal

Treatment - A creek soil "Black"
B creek soil "Light"
C F y M Control

Replications - 10

	1	2	3	4	5	6	7	8	9	10	Total
A	11.1	14.8	17.1	10.6	14.9	6.7	8.7	21.8	20.8	10.0	136.5
B	21.8	15.7	23.0	11.2	6.0	5.5	14.0	8.4	8.6	3.7	118.9
C	21.7	17.0	19.5	10.2	5.8	7.2	13.6	14.4	12.6	11.6	153 —
	53.6	47.5	58.4	32.8	26.7	19.4	36.3	44.6	42.0	25.3	408.6

Correction Factor - $\frac{(408.6)^2}{30}$ = 5565.13

Total Sum of Squares

123.21 + 219.06 + 292.41 + 112.36 + 222.01 + 44.89 + 75.69
519.84 + 446.49 + 529.00 + 125.44 + 36.00 + 30.25 + 198.09
470.89 + 361.00 + 342.25 + 100.00 + 32.49 + 57.61 + 538.96
1113.94 + 926.53 + 1163.66 + 337.80 + 333.50 + 269.75 + 812.65

475.24 + 432.64 + 100.00 + 1113.94
70.56 + 73.96 + 43.69 + 516.24
43.56 + 248.96 + 129.96 + 163.66
589.36 + 755.56 + 273.65 + 337.24
+ 1.96 + 1.96
+ 529.00 + 43.56
+ 153.76 + 256.00
+ 43.56 + 43.56
753.16 + 852.56 + 273.65 + 6582.48

6582.48 - 5565.13

1017.35

Site Differences

1863.25
1413.21
234.10
5562.56

5562.56 - 5565.13 = -2.57

10

PTO

Revenue Department.

These pps.refer to the question of carrying out improvements to the causeway on the Kumta-Honawar Road. It was decided in office note dated 1.8.42 (p 81-82 ante) that the question of reconstru-cting the causeway should be dropped for the present and that the only alternative way of improving the port seemed to be by removing the silt in the creek. The Dir.of Agre.was accordingly asked to investigate the possibilities of the use of sand in this creek by agriculturists for fertilising their lands and report the result to Govt. As regards the two previous interim reports subd.by the Dir.of Agre, please refer to office notes dated 18.12.42 (p 88 ante) and 18.7.44. (p 105 ante) As regards the final report of Dir.of Agre., it is stated therein that "excepting the crops of cocoanut and mango, creek silt has not given any indication of its usefulness as manure to the various crops under trial. The trials on cocoanut and mango are not encouraging as the results have been found to be statistically insignificant. On the whole, the trials have served no useful purpose".

2. In view of the report, it seems that no further improvements in the design of the Kumta causeway on the Kumta-Honawar Road can be hoped to be carried out. The pps.may be shown u.o. to the Collr.of C.E. for infn. with ref.to the concluding portion of G.L. No.2171/39-2G, dated 20.7.46, through the P.W.D. (p 134 ante)

12/11

D.S.

The question of using the silt as a fertiliser was only a subsidiary one.

2. According to para. 3 of the Collector of Salt Revenue's letter at page 63 ante attempts were made to remove silt in the past in 1900 and 1925, but no details are available.

3. The most depressing feature of the problem dealt with in these papers seems to be that there is and has been a slow deterioration of the Kumta Creek.

4. The expert opinion of Sir ~~Godfrey Armstrong~~ Claude Inglis is contained in his note at page 76 ante.

5. There had been a proposal to reconstruct the cause-way, the design of which seems undoubtedly faulty, but the technical opinion seems to be that, even if this were done, it would result in very little improvement except in the proximity of the Custom House Walls.

6. Another point raised in these papers is that in addition to the ~~silt~~ deterioration of the creek, there is a very dangerous bar to cross at the entrance of the Kumta Creek rendering entrance difficult and dangerous.

7. The problem seems to boil down to this : that progressive ~~silt~~ deterioration of the creek is inevitable. To redesign the skew openings would merely be tinkering of the problem. The problem cannot be dealt with by removal of silt and sand on an extensive scale. ~~This would seem to imply dredging.~~

8. The question therefore is whether it is worthwhile undertaking this heavy scheme or whether Kumta Creek should be allowed to degenerate. The effect of the progressive deterioration of the creek has been to drive the ~~coconut~~ betel trade of ~~the~~ Kumta to the port of Tadri.

9./ Sir ~~Godfrey Armstrong~~ Claude Inglis raised the question whether

it would not be advisable, in view of the difficulties, to seek some alternative port which could not be developed. In this connection the Bhatkal project of Mr. A.M. Bhat is relevant.

10. These papers may be shown unofficially to the Collector of Central Excises and he may be requested to offer his remarks on whether he deems it advisable to go ahead with the scheme of development and improvement of the Kumta Creek, having regard to the probability of heavy cost involved and the inevitability of ~~the~~ further gradual deterioration ~~due to the fact that the creek does not command sufficient water~~ even after the improvements are carried out.

11. One thing that does emerge is that it would not be worthwhile re-constructing the skew openings. The problem is a much bigger one.

18-11-46

Central Excise

U.O.R. to Colle. of C.E. 29/11/46.

Below U.O.R. dated the 19th November,1946, from the Government of Bombay.

Returned unofficially.

2. Kumta was in the past a very prosperous port on the coast of the Kanara District. It is well placed in the matter of road communication with the interior, as there is a good road linking it with Hubli and other places through Sirsi. Even now it is an important trade centre for the shipment of the produce of places above the Ghats in the Kanara and Dharwar Districts and a portion of the Mysore State, to Bombay and coast ports and also landing goods brought from Malabar and Bombay meant for places situated above the Ghats, since the sea route is far more cheap than the rail route.

3. Before the Kumta creek had silted up there was considerable country craft traffic. This traffic is greatly affected in recent years especially since the construction of the causeway across the creek linking Kumta with Honawar. Experts have stated that the siltation is due to the faulty design of the causeway and this opinion has not been challenged. The result has been the ruination of the sea-borne trade of the port. The creek has so far been silted up during the last few years that there is now a passage of barely 20 yards wide and that too on the opposite bank to which the wharf and the custom house are situated, through which small vessels only are able to enter or leave the creek and during high tides only. At the present rate of siltation the creek is likely to be totally unfit for navigation within the next few years, if no remedial measures are now taken. In my opinion it is not desirable to leave things as they are, and to allow the Kumta port to cease to function. The local traders bitterly complain about the present stagnation in the matter.

4. During the war time there was some justification in postponing the question of reconstruction of the causeway in the manner suggested in 1942 by Sir Claude Inglis, the late Director, Indian Waterways Experimental Station, Poona, as materials were not available. Now that the war is over, further delay in the execution of the work is entirely unjustifiable. If a mistake has occurred, it has to be rectified in order to prevent further mischief.

5. The proposal to remove silt by manual labour and to use it for agricultural purpose was merely a temporary palliative. Since the Director of Agriculture has not yet reported on the subject, although four years have elapsed, it is an indication of the unsuitability of the proposal. The question of reconstructing the causeway, so as to ensure that the natural flow of the Kumta creek is not impeded, is a vital matter and needs to be taken up without delay. I suggest that this be done now.

5.12.46

Collector of Central Excise,
Bombay.

U.O.R.No. P/27-19/46, dated the 10th December, 1946

Secretary to the Government of Bombay, Revenue Department.

REVENUE DEPT. 11 DEC 1946 2171/39. Secretariat No. G 50365

PP/GM
8.12.

Revenue Department.

Submitted with reference to D.S' note P 159 161 ante dt 18/11/46

2. The Collr. of C.E. is of the opinion that the question of reconstructing the ~~Kumta~~ causeway so as to ensure that the natural flow of the Kumta creek is not impeded, is a vital matter and should be taken up immediately. There is no objection to taking up this matter in consultation with the P.W.D., but it seems necessary in the first place to ascertain from the Collr. whether the expenditure involved for carrying out the improvements would be proportionate to the benefits conferred.

AB 24/12

The work would ~~be~~ normally be carried out by the PWD which should see the ~~file~~ ~~PWD~~ Gov remarks

D.S.

29-12-46

u.o.R. to PWD dt 30/12/46.

CB 31/12

P. Wr. D.
File No. R.D 2171/37
Serial No. 53517

165 R.D. 2171/39
53517.

P. W. D.

(C.B.) Submitted.

2. pl. see R.D. notes at pages 159-169 ante and the Coll. of Central Excise, Bbay's u.o.r. p 163 & the 10-12-46. The Coll. of Central Excise is of the opinion that the question of reconstructing the causeway on the Kumta-Honawar Road is a vital matter and needs to be taken up without delay. The R.D p 164 presumes that the work will be carried out by the P. W. D.

3. The papers may be rafd u.o. to the S.E, S.C. for remarks in the first instance.

Thro. S.E. (R)

SK JH 13-1-47.

SUPDG. ENGR., S. C. No. Kan 19 Date 19/1/47 By W. D.

13/1/47 19/1 14/1/47.

✓ U.O.No. SESC. (with file of pl(ans) dt 15-1-47

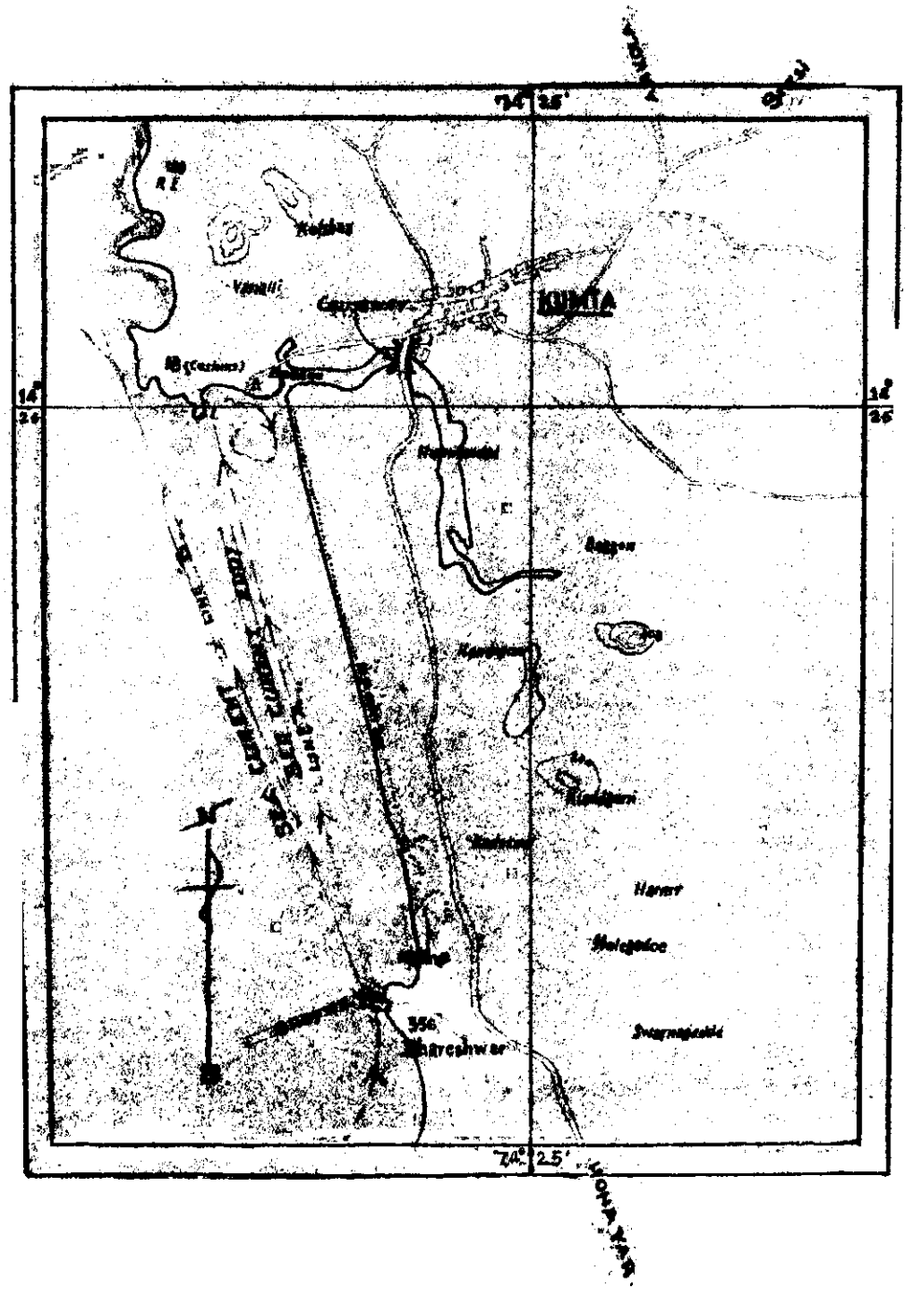
Rem. issued under U.O. R.D. 2171/39 dt 14th Jan. 1947.

14/1/47

Issued 14/1/47

✓ Secy. (R&B)

P13 20/1


74° 25'
14° 24'
12° 26'
74° 25'
KUMTA
Kumta
Hanehalli
Bargee
Honavar
Mirjan
Manki
Belekeri
Ankola
Karwar

Below Government Unofficial reference (P.W.D) No.R.D. 2171/39 53517 , dated the 15th January 1947.

(Subject:- Construction of a Jetty at the Kumta Head Bunder Road.)

U.O.No.Kan-19. Public Works Department,
C.V.Belgaum, 18th February 1947

Resubmitted to Government in the Public Works Department, Bombay.

2. In this connection, the expert opinion of Sir C.C.Ingles at page 76 and the Public Works Department noting at page 79 may be seen.

3. The Superintending Engineer is positive that siltation of Kumta Creek is not at all due to the construction of the causeway but is due to the sea current eddy line "A" shown in the attached plan.

4. The construction of a groyne near Dhareshwar would defleet the sea current along line "B" as indicated on the enclosed map and would improve the conditions of the Kumta Creek.

$ 167

Accompts:-

1. Paper tracing of index map.

Superintending Engineer,S.C.

SBK. 17/2

Receipt filed & accepted

P. W. D.

No. RD 2171/32

Serial No. 8881

R.D. 2171/39.

8881.

P.W.D.

(C.B.) Submitted with ref. to this office
n.o.r. dt. 15-1-47.

2. The papers may be returned to the R.D. with an expression of concurrence in the remarks made by the S.E., S.C.

Thro. D.E. (R)

SHJ
26.2.47.

These papers deal with the silting of the Kumta Creek. One of the reasons attributed is the construction of a causeway over the creek at Kumta, with some of the openings skew. The whole question was investigated by late Dir. C.I. & H.R. Shri Rama in 1942. He considers that the replacement of skew openings by right-ones would be ineffective and wasted, unless a comprehensive scheme to improve the creek as a whole is undertaken. He is also of the opinion that due to the slow deterioration of the creek and the existence of a very dangerous bar, it would be wise to select an alternative port which would present fewer difficulties. The S.E. S.C. to whom the pps. were referred for his remarks is of the opinion that the silting of the creek is not at all due to the construction of the causeway. So it appears that the reconstruction of the causeway would be of no use.

The S.E. S.C. however thinks that the silting is due to the sea current eddy line shown in the plan and suggests construction of a groyne near Dhamber

for deflecting the sea current. Dhareshwar is a place about 4 miles to the South of the creek. From the Toposheet it will be seen that there is a hillock projecting into the sea. It is therefore doubtful whether a groyne at Dhareshwar will have any appreciable effect in deflecting the sea current. This will have to be investigated

Gad
11/3

I am unable to agree with the S.E.'s diagnosis of the trouble & hence the suggested remedy for, besides the one pointed out by the D.E. above, the following reasons:-

(i) The groyne is not likely to affect the sea current for a distance of 4 miles.

(ii) If it did, it should create still water between the eddy 'B' & the shore & cause greater deposition of silt in the region.

(iii) The causeway is about a mile from the sea. The eddy 'A', if at all, shd. silt up the mouth of the river more prominently than reach the causeway.

(iv) Sir Cl. Inglis has definitely stated that the sand at the causeway is the river sand & not washed up by the sea-margin at p. 2 of his report attached to the front cover of this file.

2. Referring to Sir Claude's report mentioned above, I wd. draw attention to portion 'A' at p. 2 where he states that

'... The general silting of the creek has, in fact, only been slightly accelerated

by the causeway, & has been mainly due to slow deterioration."

& his note at P:76 ante according to which merely rectifying the causeway openings will not be a final or a successful solution.

3. Considering all these factors, it appears to me that the Kaunta part can be kept functioning not only by an initial removing of the silt shoals but also by keeping the same dredged even if the causeway were rectified.

Apart from the facility & removal of the shoals, the question & cost of recurring dredging will form a very imptt: factor while considering the final solution.

H. Sir Claude has suggested the adoption of an alternative port & I think this needs serious consideration. The advisability of constructing a jetty near the beacon may be given thought amongst other alternatives & the initial & recurring cost of dredging at the causeway & presumably in the creek upto the sea, compared with the suggested alternative while arriving at a final decision.

If the rectification of the causeway & recurring dredging is found to be the cheapest & the only alternative, P.W.D. will, I believe, be ready to rectify the causeway.

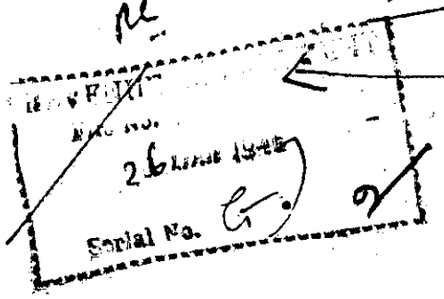
5. The papers may be returned to

the R.D. with these remarks.

BB
12/3/47

C/Rel:
12/3/47.

Secy(R).



UO 1-RD, 826-3-47)
after keeping copies of pp. 159-174

12/3

Rev Department:

Submitted with reference to office note dt

R.D. 2171/39/4215

2

W.B. P.W.D.

Submitted.

2. The S.E.,S.C., will be expedited at the end of this month if necy.

KRB 12.2.47. Let R.D. see W.D.

12/2/47

√

R.D. dt. 14/2/47

RD S.A.S.

Seen and returned to PWD

S.A.S.

Memo to PWD dated 19th Feb 1947

P. W. D.
File No. R.D 2171/39
Serial No. 660

WB 24/2

24.2.47

REVENUE DEPARTMENT
14 FEB 1947
Serial No. 28

P. W. D.
R.D 2171/39
No. 4215

27-1-47

W.B

Ho (17) P.W.D. R.D 2171/39 607

Submitted with reference to this office letter

P.2 No. 14 dated the 12-2-47.

2. The Superintending Engineer, S.C., may be expedited, if approved

* W 28.2.47

BICR 27/2/47

28/2/47 S.A. Secy

Yes. DMP 24/3/47

Issued 28/2

28/2

14/3/47

1st Reminder

Public Work Dept.

R.D.
No. 2171/39 - W
4215

Gen. 42 a.

MEMORANDUM

The undersigned presents compliments to the Superintending Engr. S. C. Belgaum

Reference No RD 2171/39 , dated 15th Jan. 1947
Subject:- Letter No. Kan. 19 of 25.1.47.
Construction of a Jetty at the Kumta Head. Under Road.

S. E. BELGAUM
No. Kan 19
Date 28/2/47

and is directed to invite attention to the communication marginally noted and to request the favour of an early reply.

By order of the Governor of Bombay

Re - 28th February 1947

for Assist. Secretary to Govt. of Bombay
Public Works Dept.

O. H. M. S.

No.Kan-19. Public Works Department,
Belgaum, 5th March 1947.

Resubmitted to Government in the Public Works Department, Bombay.

2. The Government Un-official Reference in question has been disposed of under this office unofficial No.Kan-19, dated 18th February 1947.

P. W. D.
R.D 2171/39
Serial No. 10867

Superintending Engineer, S.C.

179 RD 2171/39 /1

P.W.D

O.N.

The main papers were returned ~~a~~ o to the R. D. on 12th March 1947 These papers may be passed on to that Deptt: in continuation.

3500
2/4/47

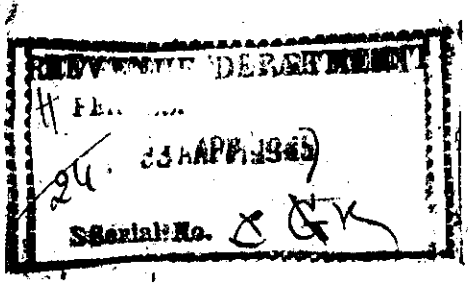
4/4/47

4/4/47

Mo: to R.D dt 3-4-47.

yes; but this is the case of an unrecg. reminder.

Dnp
4/4/47



Revenue Department.

Submitted with reference to office note P 164 ante dated 24/12/46.

2. As regards "A" of D.S., P.W.D. (R & B)'s note of 12/3/47, please refer to the S. E., P. C's memo. No. 7142 dated 16/9/46 (slip G in P.W.D. file No. 4793/36 below) concurred in by the C.E., P.W.R., and P.W.D. office note dated 18/3/47 (P. 67 of P.W.D. No. 4793/36). It will be seen therefrom that the only way of improving the Kumta causeway is by "periodical dredging or, at any rate, by removal of silt which appears to be the only remedy to improve the berthing facilities at the wharf. These papers may be referred again u.o. to the Collr. of C.E., for favour of remarks, together with copies of the S.E., P. C's memo. No. 7142 dt 16/9/46 & of the C.E., P.W.R's memo. dated 26/9/46. (P. 183-184 post)

R B
28 4
30

U/S. 30/4

u.o.R. to Collr. of C.E. dt 2/5/47.

183 copies from P.W.D. file No. 4793/36

Below U.O.R. No.794793/36/7220 of 23/7/46 from the Chief Engineer, P.W.R., reg. bye.pass at Kumta town and bridge over creek with ref. to the existing causeway.

A blue print plan showing the~~s~~eon the Kumta Bye-pass to 1" to 1 mile scale as proposed in the revised planning-January 1946 is enclosed. The bye-pass as suggested by the Superintending Engineer, Southern Circle, is also shown in thin dotted red on the blue print.

2. The alignment of the bye-pass as proposed in the post war plan ~~estim~~ eliminates the bridge altogether as it is proposed to cross the creek outside the tidal limits where it is simply a small nalla. The line is not yet surveyed nor reconnoitred by the project Organisation. However it is clear from the topo-sheet that the proposed line will be feasible, less zigzag and shorter by about half a mile. It will not affect the navigability of the creek in any way. The bye-pass has not been included in the first five years' programme of the N.Kanara Distt.

3. It may however be remarked in this connection that the existing causeway too would in all probability be required by the Kumta townspeople as it affords the most convenient and shortest way of getting to the food to Honavar. The undersigned has seen the creek even before the construction of the causeway, when his small car had to be pushed across the creek at low tide at bed level for want of enough draught and the situation today ~~p~~/appears to be appreciably no worse than then If the creek by the site of the wharf is still considered to be deteriorating, it ~~any~~ may, as stated in the file, be due to natural causes Some improvement may possibly be effected by blocking some of the straight openings in the fair weather and diverting more water through the skew openings. Periodical dredging or, at any rate, removal of silt appears to be the only remedy to improve the berthing facilities at the wharf.

Accompts:

1 Secretariat file (58 pages)
1 Blue print in duplicate.

Sd/-
16/9/46

Superintending Engineer,
Project Circle.

U.O.R.No.7142 of 1946
C.V.Poona: 16th Septr.1946.

To .

The Chief Engineer, P.W.R., Poona.

Copy to the Ex. Engr., R.P.Dn., South, with ref. to his No P-18/Kan/P/5278 of 7/9/46.

==========

C.E.P.W.R.

I agree with the Superintending Engineer, Project Circle.

2. No proposals can be put up unless Model experiments which may be carried out at the Water.ways Experiments Station at Khadakvasla indicate what the suffessful line of approach should be. Silting of the creek is natural and costly silt clearance may have to be resorted to from time to time. Our experience at Dharamtar creek (pn Pen-Alibag Road) has been the same in regard to the 3 stage Landing Stage and work done at great cost a couple of years ago on Alibag side has already silted up. At Dharamtar the creek has a fairly straight reach, too.

RD/1

5 4793/36
P.W.D.

(P.W.Q.B.)

Please see para.3 of the letter from the Collr. of C.E., Bombay.

2. The S.E.P.C., has reported that in the revised planning, the alignment of the bye-pass at Kumta Town eliminates the bridge altogether as it is proposed to cross the creek outside the tidal limits where it is simply a small nalla. In the concluding portion of para.3 of his endt. the S.E.P.C's has suggested that periodical dredging or, at any rate, removal of silt would appear to be the only remedy to improve the berthing facilities at the wharf. The C.E., P.W.D., agrees with the S.E., P.C.

3. The pps. may be shown u.o. to the R.D. that Deptt. may take the necy. extracts from these pps. for communicating them to the Collr. of C.E. & the Dir. of Agre. in continuation of G.L.,R.D., No.2171/39-G, d. the 20/7/46.

Thro. C.E. & D.E.P.W.R.

Id/-
19/3/47.

Id/-
18/3

u.o.r. to R.D. d/22-3-47.

RD/1

18 May (2nd April 47)

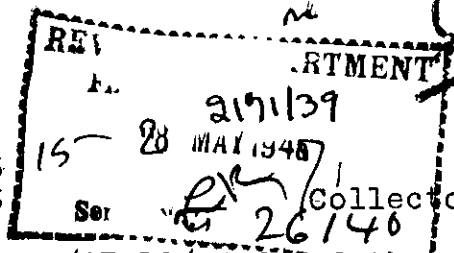
Below U.O.R.dated the 30th April, 1947, from the Government of Bombay, Revenue Department, Bombay.

Returned unofficially.

2. The proposal of the Superintending Engineer, Southern Circle, concerns a very technical subject which requires expert technical knowledge and I am unable to offer my remarks on this proposal.

3. As regards the proposal to dredge the creek periodically for removing the silt it is understood that the channel will have to be deepened by about two feet for a width of 200 feet, along the right bank of the creek from 300 yards above the causeway down to where the channel begins, to swing across the left bank and thence down to the sea. The only effective method of removing the silt from such a large area will be by dredging. This will be very expensive and beyond the resources of the Bombay Minor Ports Fund. It will therefore have to be financed from the general revenues of Government.

are not



KJ:26/5
AD:27/5

Collector of Central Excise,
BOMBAY.

U.O.R.No:P/27-19/46 dated ~~the~~ 27th May, 1947.
Secretary to the Government of Bombay, Revenue Department, Bombay.

R. D. 185

+ p159, p164)

Please see the office notes, d.12th November and 24th December 1946 and particularly D.S.(Mr. Bowman's)note below the latter note.

It will be seen from the latest p187 refce of the Collr. of Central Excise that the p165 proposal of the S.E.S.C. is very techincal and therefore the Collr. has been p187 unable t offer any remarks in the matter. The proposal to dredge the creek periodically for removing the silt would also be beyond the resources of the Bombay Minor Ports Fund. If at all the work is undertaken it will have to be financed from the general revenues of Government. The P.W.D.may be requested take over these papers for further disposal.

S/ 4.6.47
U. S.

* with case-papers. * cor to prov dt 9th June '47

W. B. P. W. D.

G. N.

The R.D. desires that this Dept should take over these papers for further disposal. The RD being the administrative Dept. concerned, it is for that Dept. to accord approval to the work of dredging the creek for removing the silt and also provide the necessary funds therefor.

2. This Dept. has neither the convenience nor the necessary

staff to carry on the dredging work. The R.D. may, therefore, be requested to approach the B.P.T. authorities in ~~con~~ the matter ~~with this nature of work~~.

JSR 17-6-47. Thro. DE. (R).

17/6

The following seems to be agreed to by almost everybody :-

(a) The shoaling of the creek is mainly due to natural causes & very little, if any, due to the defect in the causeway.

DE (R) ✓

(b) Dredging will be a v. expensive remedy, will entail recurring expdr: & require plant, machinery & tech: personnel which is v. difficult to obtain.

2. I, ∴, refer to my para 4 at p:173 & suggest that the constn: of a jetty near the beacon be given serious consideration & if the cost is found within reasonable limits, this solution shd: be adopted as final

GB 10/6. Sd/- 10/6

P. W. D.
File No R-D-2171/39
Serial No 24838

GB 21/6

to R.D. Sd/- 9/6/47 (Hyderabad) JL 185-190

Sd/- 13/6

REVENUE DEPARTMENT
File No. 5
10 JUN 1947
Serial No.

Revenue Department.

Submitted with reference to office note (p 189 ante) dated 7/6/47.

2. Please refer in particular to D.S., P.W.D's (prepage) note of 21/6/47. From (b) of his note it is apparent that dragging in this case would be a very expensive remedy, would entail recurring expenditure & require plant, machinery and technical personnel which is very difficult to obtain. From (2) of D.S. P.W.D's note it appears that the alternative remedy for removing the silt would be to construct a jetty near the beacon. The Collr. of C.E. may see n.o. for remarks on this suggestion and also state whether the cost of constructing a jetty would be within reasonable limits. If the Collr. of C.E. agrees, the work will have to be carried out by the P.W.D. after administrative approval thereto has been accorded by R.D.

3 7 47

4-7-47

D.S.

P/27-19/46 n.o.R. to Collr. of C.E. dt 5/7/47.
9-7-47

7 JUL 1947

193

Below U.O.R. dated the 5th July, 1947, from the Government of Bombay, Revenue Department, Bombay.

Returned unofficially.

2. I shall place the proposal for the construction of a jetty near the beacon at Kumta before the Landing and Wharfage Fees Fund Committee at its next meeting to be held in October, 1947, and communicate its decision to Government in due course. In the meantime I am requesting the Executive Engineer, Karwar(District: North Kanara) to furnish me with a rough plan and estimate of the cost of the jetty for being placed before the Committee.

Collector of Central Excise,
Bombay.

REVENUE DEPARTMENT
File No. 2171/39
Date 14-7-47
Serial No. 35353

U.O.R.No.P/27-19/46, dated the 12 July, 1947 to the Secretary to the Government of Bombay, Revenue Department Bombay.

KGJ/NR.
11/7.

191

Rev. Deptt.

Submitted for information with reference to office note dt 4/7/47 on p. 191 ante.

2. Further communication from the Coll. of E.E. may be awaited till 15/10/47.

18/7

U.S. 18.7.47

195

OFFICE OF THE COLLECTOR OF CENTRAL EXCISE, BOMBAY.
Post Box No. 80o, Bombay-1.

From:	To
K.G. Jacob, M.A., Collector of Central Excise, Bombay.	The Secretary to the Government of Bombay, Revenue Department, Bombay.

No. ~~P/27-19/46~~. Bombay, the 6th December, 1947.

REVENUE DEPARTMENT
File No. 2171/39
Date 8-12-47
Serial No. K&L 6244

Subject: Kumta - Construction of a jetty at the foot of the Light House Hill -

Ref: Your U.C.R. file No. RD/2171/39, dated the 5th July, 1947.

In this connection I invite a reference to this office U.O.R. No. P/27-19/46, dated the 12th July, 1947. The Landing and Wharfage Fees Fund Committee at their 67th meeting held on the 22nd October 1947 considered the proposal of constructing a jetty at the foot of the Light House Hill at Kumta but as the Chairman was in correspondence with the Executive Engineer, Karwar Division, Karwar and as no plan and estimate of the probable cost of the work were received at the time of the meeting, the Committee resolved to consider the subject at the next meeting of the Committee which would be held in the month of February, 1948. I enclose a copy of the Resolution No. XVI passed at that meeting. I am, however, asking the Executive Engineer, Karwar to expedite the submission of the plan and estimate for the work and I shall place them before the next meeting of the Committee for their consideration. I shall communicate its decision to Government in due course.

KGJ/1 SSA/5.

Collector of Central Excise
Bombay.

R.W. "A"

Further communication from the Colln. of C.E. may be awaited till 20/2/48.

9.12.47

Submitted:

Resolution No. XVI passed at the 67th meeting of the Landing and Wharfage Fees Fund Committee held on the 22nd October, 1947.

XVI) The committee considered the proposal of constructing a jetty at the foot of the Light House Hill at Kumta, made by the Government of Bombay, and resolved that as the Chairman was still in correspondence with the Executive Engineer, Karwar Division, and as no plan and estimate of the probable cost of the work were received from him, the proposal will be considered at the next meeting of the committee.

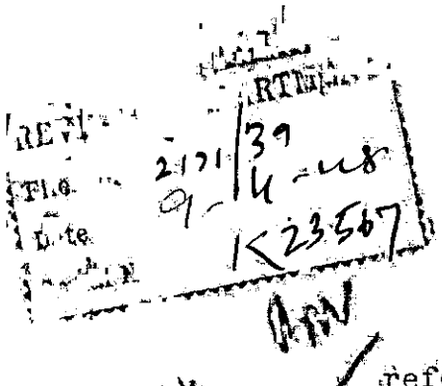
No.P/27-19/46.

From

A. S. Kyte, Esq., M.B.E.,
Collector of Central Excise,
Bombay.

To,

The Secretary to the Government
of Bombay, Revenue Department,
Bombay.



Bombay, the 8th April, 1948.

Sub:- Kumta - Construction of a jetty at the foot of the Lighthouse hill at -

P 193 ans

I invite a reference to this office unofficial reference No.P/27-19/46, dated the 12th July, 1947, with which I have returned to Government, the Revenue Department file No.RD/2171/39, dated the 5th July, 1947.

P 195 ans

2. As stated in this office letter No.P/27-19/46, dated the 6th December, 1947, the Executive Engineer, Karwar Division, Karwar, was asked to expedite the submission of a plan and an estimate for the construction of a jetty at the foot of the Lighthouse hill at Kumta. But instead of furnishing the plan and the estimate, the Executive Engineer informed me that preliminary investigations of taking levels by sounding etc., are necessary in order to prepare the plan and estimate and furnished a survey estimate amounting to Rs.406/- for sanction. In view of the extreme urgency of the work, I had requested him to start the work of the preliminary survey as soon as possible and placed at his disposal the amount of Rs. 406/-. As there was no provision to meet the expenditure on account of this work in the last year's sanctioned budget of the Landing and Wharfage Fees Fund, the expenditure was met from the cash balance of the Fund in anticipation of Government's sanction. In this connection I enclose a copy of the Resolution No.XI passed at the 68th meeting of the Landing and Wharfage Fees Fund Committee held on the 25th February, 1948. I shall be grateful if you will communicate to me the sanction of Government to the enclosed survey estimate amounting to Rs.406/- and to meet the expenditure from the cash balance of the Landing and Wharfage Fees Fund. I also request you to approve my action in asking the Executive Engineer to start the work of investigations.

3. As soon as I receive the plan and estimate of the work from the Executive Engineer, I shall place these before the next meeting of the Committee to be held in the 3rd week of May, 1948, for their consideration and shall communicate its decision to Government in due course.

Collector of Central Excise,
Bombay.

Encl. One.

ASK.VNK.7/4.

Ex 1

Copy of Resolution No.XXI passed at the 68th meeting of the Landing and Wharfage Fees Fund Committee held on the 25th February, 1948.

The Chairman read before the Committee:-

XXI) With reference to Resolution No.XVI passed at the 67th meeting, the Committee sanctioned the survey estimate amounting o Rs.406/- received from the Executive Engineer, Karwar Division, Karwar for carrying out the necessary preliminary investigations for fixing the exact site and preparing a plan and an estimate for the construction of a jetty at the foot of the Lighthouse hill at Kumta and approved the Chairman's action in asking the Executive Engineer to start the work of investigation and in placing thenecessary amount and debiting it to the cash balance of the Fund in anticipation of Government's sanction. The Committee resolved that the reports and also the plan and estimate for the construction of a jetty may be awaited from the Executive Engineer."

VNK.7/4.

Revenue department-"K" 287

In the circumstances stated by the Collector of C.E., sanction may be accorded to an estimate amounting to Rs 406/- for the work of preliminary survey to be carried out in connection with the construction of a jetty at the foot of the light-house hill at Kumta. The expenditure may be met from the Cash balance of the Landing and Wharfage Fees Fund. (The Colle. of C. E's action in asking the Executive Engineer, Karwar Dn., to start the work of investigations in anticipation of govt. sanction may also be approved.

2. The receipt of the plan and estimate for the construction of the jetty at the foot of the light-house hill at Kumta may be awaited.

3. The g.h. & endls. overleaf may issue after u.o.R. to P.W.D. and F.D.

It is reported that in order to prepare the plan and estimate for the Construction of a jetty at the foot of the Light-house at Kumta, it is necessary to conduct preliminary investigations of taking levels by sounding etc. which is estimated to cost of about Rs. 406. The preliminary survey and investigation work at a cost of Rs 406 may be sanctioned. P.W.D & F.D. may see.

H.M. (R.D.) after u.o.R.

BW
22.4.48

P. W. D.
File No. R.D 217/39
Serial No. 2137

U.O.R. to P.W.D / F.D. & 23/4/48. P.W.O.

Seen & passed on to the F.D.
The A.B.E.(S)
26/4/48

U.O.R. to the F.D.

Letter

To,

The Collector of C.E.,

No. 2171/39/23567-K, Bombay, 11th ~~April~~ May 1948.

Reference correspondence ending with your letter No. P/27-19/46, dated 8/4/48, regarding construction of a jetty at the foot of the lighthouse hill at Kunda. In the circumstances stated by you, sanction is accorded to the estimate amounting to Rs 406/- for the work of preliminary survey and investigations in connection with the jetty. The expenditure should be met from the cash balance of the Landing and Wharfage Fees Fund.

2. Your action in asking the Executive Engineer, Karwar Dn., to start the work of investigations in anticipation of govt. sanction, is also approved.

3. The survey estimate is returned herewith. pages marked 87, 89, 91 attached to file cover

By Order of the Governor of Bombay,

Under Secretary to Government.

~~87, 89, 91~~ attached to Accompt: Estimate bill 19 cover. AB

ISSUED CPR/12/5

Communication signed by A.S. (Mr.)

Copies to:-

The Comm., S.D.,
The Collector of Kanara,
The S.E., S.C.,
The Executive Engineer, Karwar Dn.* Karwar, Jun 19/5/48
The A.G (~~Main~~ P.W.D.),
The P.W.D.,
The F.D. FD/A

*Correct Kanara Divn. (vide P.W.D. U.O.R. dt. 18-5-48 on its file No. 2862/36-VIII-W)

ISSUED CPR/19/5

REVENUE DEPARTME
File No.
Date 3/5/48
Serial No. 4

The orders proposed may be agreed to
G10
30-4-48

orf 30/4

D.S.(B)78

for to/KRD all 7/5 /48

205

205

Rev. Deptt-"K"

Submitted with reference to P203 ante office note d 21/4/48 and A.S' note P203 ante d 22/4/48.

2. The g.l. & cwts. prepage may issue.

7.5.48.

7-5-48.

H. M. (R.D.).

RECEIVED IN REVENUE DEPARTMENT on 10-5-48. 6.20 P.M.

L E T T E R .

To

The Collector of Central Excise.

No. 2171/39/23567-K. Bombay, 11th May 148.

Reference correspondence ending with your leter, No. P/27-19/46, dated 8th April 1948, regarding costruction of a jetty at the foot of the lighthouse hill at Kumt. In the circumstances stated by you, sanction is accorded to the estimate amounting to Rs. 406/- for the work of preliminar survey and investigations in connection with the jetty. The expenditure should be met from the eash balance of the Landi and Wharfag Fees Fund.

2. Your action in asking the Executive Engineer, Karwar Division, to start the work of investigations in anticipation of Government sanction, is also approved.

3. The survey estimate is returned herew.

By order of the Gover of Bombay,

For Under Secretary to the Government of Bombay,
Revenue Department.

Accompaniment :- Estimate.

Copies to :-

The Commissioner, Southern Divis
The Collector of Kanara,
The ~~Xxxxxxxxx~~ Superintendent Engineer, Southern Circle,
The Executive Engineer, ~~Karwar~~ Division, Karwar,
The Accountant General, Kanara
The Public Works Department,
The Finance Department.

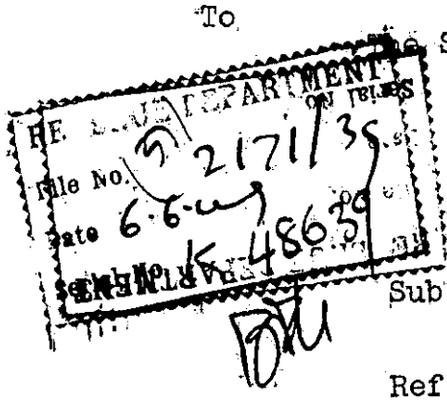
No: P/27-19/46. 209

From

A.S. Kyte, Esqr.
Collector of Central Excise,
Bombay.

To

The Secretary to the
Government of Bombay,
Revenue Department,
Bombay.



Bombay, the 4th June, 1949.

Sub:- Kumta - Construction of a jetty at the foot of the Lighthouse hill at -

Ref:- Your letter No: 2171/39/23567-K dated the 11th May, 1948.

In this connection, I invite a reference to this office letter No: P/27-23/47 dated the 29th April, 1949 under which I have forwarded to Government a copy of the letter No. 3019/24 R.S. dated the 27th January, 1949 received from the Chairman, the Commissioners for the Port of Calcutta, expressing inability for sparing the services of a technical expert for carrying out model experiments in connection with the construction of a boat jetty at the foot of the Lighthouse Hill at Ratnagiri. In view of this reply, the Landing and Wharfage Fees Fund Committee in their 70th meeting held on the 23rd/24th February, 1949 decided to shelve the proposal of constructing a jetty and road at the foot of the Lighthouse hill at Kumta until expert advice is available as in their opinion it would be very risky to incur any expenditure on the proposal unless it is examined by a technical expert. The Committee further decided that if and when a technical expert is available to examine the problems of constructing jetties at Ratnagiri and Purnagad, the opportunity should be taken for going into the question of constructing a jetty at Kumta also. I enclose a copy of the Resolution No.XXV passed by the Committee. In these circumstances, the proposal will be revived as soon as the marine expert is available for examining the technical aspects of the project.

Collector of Central Excise,
Bombay.

ASK. 31:5
GGP. 2:6

Resolution No: XXV passed at the 70th meeting of the L. & W. F. Fund Committee held on the 23rd/24th February, 1949.

The Chariman read before the Committee :-

XXV) * With ref. to R.No.XIX passed at the 69th meeting, the Committee considered the Chairman's report regarding the construction of a jetty at the foot of the Lighthouse Hill at Kumta.

The Committee was of the opinion that it would be very risky to incur any expenditure on the construction of a jetty and road at Kumta unless the proposal is examined by a technical expert. As the Chairman, the Commissioners for the port of Calcutta was unable to spare the services of a technical expert for carrying out model experiments at Ratnagiri, the Committee resolved that the proposal of constructing a jetty and road at Kumta should be postponed until expert advice is available. The Committee further resolved that if and when a technical expert is available to examine the problems of constructing jetties at Ratnagiri and Purnagad the opportunity should be taken for going into the question of constructing a jetty at Kumta also.

GGP. 2:6

Rec-debit

B'BE.

b207

Submitted with reference to ~~the~~ dated 11th May 48 and the proceedings underlying it.

2 Attention is invited to the Collr's C.E's letter dated 29.4.49 (in file no 6540/55 Chf B pencil) in which the Collr. has proposed to ~~postpone~~ the construction of a boat jetty at the foot of the Lighthouse hill at Kuri ~~Giri~~ until the expert advice is made available. For the same reason, viz - for want of expert advice, the Collr. proposes to shelve the Construction of a jetty proper at the foot of the Lighthouse Hill at Kuri. The Collr. had promised to review the matter as soon as the marine expert is available. This file may, therefore, be kept in view for the time being. The P.W.D. may also see us, as the question of communication is also involved herein.

20-6-49.

18-6-49.

50

Sent to P.W.D. on 22-6-49

214.

R.D. 2171/39.
41043.

W.B. P.W.D.

Submitted for information.

2. These papers may be seen and returned to the R.D

Asst. Sec. Secy. CB. I. 2-7-49

1-7-49.

Secy RDB
Sec.

Copy to R.D. dated 5-7-49

R.D.
W.B.

REVENUE DEPARTMENT
File No.
Date
Serial No.

submitted with reference to
office note, overleaf.

This file may be kept in
view with reference to portion 'A'
the office note mentioned above.

WB 23/6.

RD 2171/39

41043

A.S. (M.D.)

P.W.D.

Asst. Secy
28/7/49

submitted.

The papers may be kept in view
await until we hear from the Collr.
of Cuddalore in the matter.

Read inviting
B.E.